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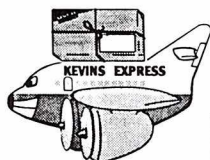
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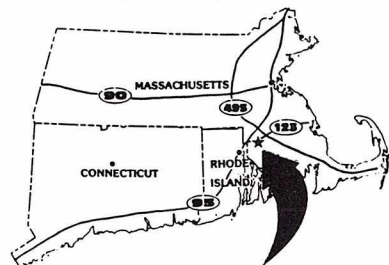
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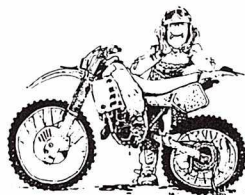
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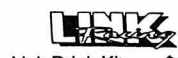


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# Trail Rider MAGAZINE

**On the cover:** It's not quite winter any more, and it certainly isn't spring yet. That magical point between deep freeze and mud season, captured at Clarkie's in 1996. Photo by the Bossman, who promises to get a new (working) camera real soon.

**April 1997**  
**Volume 27 Number 4**

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Printed in the USA by  
GraphicData, Burlington, NJ

Page output by  
Another Way, Inc., Berlin, NJ

The advertising deadline  
for the July 1997 issue is  
May 15, 1997

## MACHINES

### 28 New ATKs for 1997

*A close-up look at what's new from Utah*

## COMPETITION

### 32 Clarkie's Wild Ride

*NETRA's first for 1997*

## FEATURES

### 12 NETRA Awards

*A good long day in Mansfield*

### 18 ECEA Awards

*Don't call me Spencer*

### 24 Advanced Timekeeping II

*Resets are your friends*

### 40 Enduro Sales Guide

*Other side of the staples again*

## TECHNICAL

### 42 Trail Rider Toolbox

*Bolt nuts*

## DEPARTMENTS

### 4 Last Over

*What's up at ATK?*

### 6 Eastern News

### 8 The Rest of the World

### 44 Yankee Trader

### 46 Hertfelder

*20/20/20*



**Warning:** Motorcycle riding, hare scrambling, enduro riding and trail riding are all inherently dangerous, and unless you've already accepted the fact that you could get hurt easily doing anything illustrated in this book we'd hesitate to recommend that you try it. If you do, wear all protective gear, including a helmet, gloves, heavy boots, knee guards and anything else you can find. You should bundle up like a polyethylene Sta-Puft marshmallow man, and then go out and have fun. You will. Just don't worry about banging yourself up.

**Trail Rider Magazine** (ISSN 0892-3922) is published monthly at 64 Cutchogue Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 129, Medford NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 yearly, and overseas subs are \$40 yearly, air delivery. Copyright © 1997 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Second class postage paid at Medford, NJ and additional mailing offices. **POSTMASTER: Send address changes to Trail Rider Magazine, P.O. Box 129, Medford, NJ 08055.**



# LAST OVER



by Paul Clipper

## What's Up with ATK?

**S**pending quite a bit of time last season with an ATK 260 served to pique our curiosity. When you have a bike in the garage, you can take it apart, mess with it, modify it, and ride it until you know the thing as well as the contents of your sock drawer. By the time we took the ATK apart and sent it back to its home in Utah, we were so completely familiar with it we were just about sick of it. The bike had many interesting details wrapped around an engine that, although it gets the job done, cries out for more horsepower. It was fun to ride, sometimes very effective in a race, sometimes very frustrating. We knew all this perfectly well, but the one serious question remained: Who built this machine, and why?

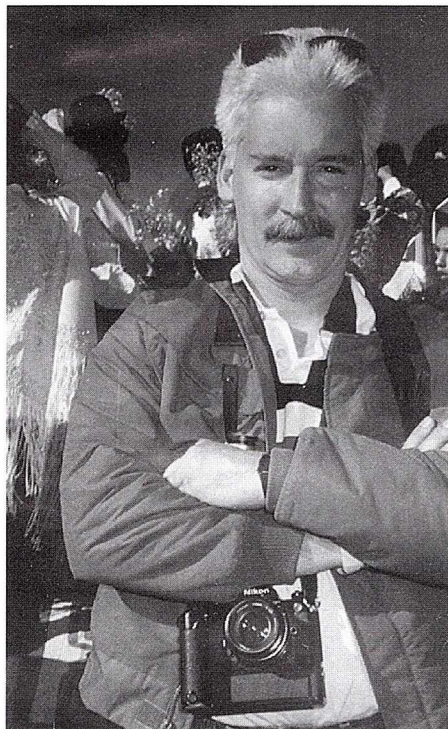
Everybody knows the story. ATK was started by Horst Leitner, an Austrian/American engineer/mad scientist who was fundamentally unsatisfied with complicated linkage suspension systems, and knew that the rear suspension of a motorcycle could be as simple as the front if someone just bothered to invent it. His brainchild was the A-Trak system; a way of reducing the all the torque effect of the chain pulling on the rear wheel of a motorcycle. Once that torque was removed, it would be a simple matter to valve a linkage-less rear shock to work fine on its own. Horst eventually sold ATK and went on to design suspension systems for mountain bikes. The ATK company went on making bikes under the original design for a few years, and then was sold to the present owners and moved to Salt Lake City, Utah.

The owner of the present company is an investment group that prefers to remain anonymous. The president of ATK is a gentleman by name of Kelly Shaw, and the marketing manager, our direct contact, is Rob Weaver. The company is housed in a medium-sized industrial park building in Centerville, Utah, with only about 18 people on the payroll. The place doesn't appear to be cramped, but they certainly use all the space. The frame welding and coating is subbed out to a firm down the street, so in Centerville the focus is on assembly and shipping, as well as marketing and R&D. They box up an average of five machines a day, after painstakingly assembling and starting each one. When you see the operation, it is readily apparent that they have an honest, serious business here. So why have they been suffering for respect?

The way I see it, the trouble ATK has is no one takes ATK seriously, especially the popular press. You've read it in the magazine tests and shootouts; you could even get the impression that some of the magazine staffers figure that ATK is a joke. Whether or

not that impression is intentional or the writer's attempt at being witty, it is total hogwash.

Put yourself in the position of the owners, engineers and builders of ATK Motorcycles. You've got a lot of money invested in your product. You have rent to pay, employees to pay, suppliers to chase after, and on and on. You also have liability insurance out the yin-yang and a million and one fires to put out every day. Would you be joking about this? Of course not. You'd be worried sick most of the time, and anxiously trying to get product out the door. You'd know that since you were so small, you had a serious responsibility to do the best you could. As Charlie would say, ATK is the underdog, and they have to fight every step of the way.



You don't even have to look closely at the bikes they produce, to know that they aren't far off the mark. The chassis is the right geometry, and ATK frames are made out of chromoly steel—which is more than the Japanese can brag of. They use White Power for suspension components, forks and shocks that have been used on some of the best and/or most popular machines available. Complaints that the stock suspension wasn't right, in the popular shootouts, just don't hold water here at Trail Rider. Did you ever have to revalve your KTM suspension to make it right? Yes? Have you ever tried to ride a stock CR Honda in the woods? Do you really pay attention to all the work and money that goes into every machine's suspension, in all the magazines—including Trail Rider? Hey, if the ATK doesn't have a dialed-in suspension out of the box, well, that just makes it the same as everyone else, as far as we know (as an aside, we'll remind you of something: during our test of the ATK 260 last year, Tech Editor Uth changed the fork oil easily ten times, broke the bike in, and wound up with very accept-

able performance from the stock forks without paying to have them re-valved, and raced the bike fairly successfully at least a dozen times).

The ATK we don't have a whole lot of familiarity with (and we hope to rectify that situation this year) is the ATK four-stroke. This winter's trip to Utah was the first real time we'd had a chance to poke and prod at the new generation thumper, and I'll tell you right now the frame they use on this bike is a work of art. For compactness, ease of maintenance, and functional simplicity you just can't beat it. Since the backbone tube curves around the top of the engine it's a snap to get at the head for valve adjustments or any other kind of maintenance (once the tank's off). The lower frame section and skid plate are separate pieces, so if you bash them all to bits they are easily replaced. The rear subframe/airbox combo is another unit, easily removed. The whole design is a study in minimalism, and something you're only likely to find coming from a small manufacturer with a very daring engineering and design department.

The only trouble with the ATK thumper is the engine it's wrapped around. That huge, 90-pound Rotax powerplant has been around for maybe 20 years, and is way too big for its own good. Four stroke engines don't have to be that large—compare the Rotax engine to a modern Husaberg engine, and you'll swear that the Husaberg motor could be easily jammed inside of the Rotax. It also holds three quarts of oil, which just adds to the weight. If you could wrap that frame around a sixty-pound powerplant you would have a most amazing machine.

But within all this dreaming lies the paradox. If the Rotax engine was the size of the Husaberg engine, it wouldn't be stout enough to use a frame design like this, so there would go that advantage. The fact that the Rotax mill is so old practically ensures that the bugs are worked out and a very substantial parts supply exists for it. All that oil in the sump might add weight, but it also does a dandy job of keeping the engine from hand-grenading under severe use. And, since the Rotax has been a popular flat-track motor, there is an underground of tuners who know how to make it sing like an all-girl choir, as well as a very large supply of after-market parts. And finally, it may be a heavy engine, but look at the published weights of all the four-stroke machines out there, and you'll see that the ATK is right in there with the rest of them.

The point is, as many of us would like to brag about our Yamahas and KTMs, and laugh at the ATK's expense, the good people in Utah are not trying to joke with anyone. They are running an honest business, building the best bike they know how with the materials that make the most logical sense to use (they could buy KTM engines, for example, but then what would they be building? And how much would it cost?). I'm convinced that we're going to see even more interesting and possibly daring innovations from this tiny company in Utah.

And finally, it's important to remember one thing: No matter that a lot of the component parts are imported, the ATK is truly made in the USA. If you like to buy American, this is your only choice. And from what we've seen so far, it's not a bad choice at all. □



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# MAIL ENTRY



## Special Thanks

Dear Trail Rider,

I want to extend a special thanks to a few folks I may have forgotten to formally recognize at the ECEA banquet. They are my excellent friends Lindsay and Eric Pirie of Pirie Composites, and the gracious family of Dave and Jennifer Uth. They were both of incredible and invaluable help this past ECEA season, and I thank them totally for all their support.

Mark Spence  
Manassas, VA

## Dental Floss Tycoon

Dear Paul,

Since it is time to renew my "prescription" (it makes me feel better) to Trail Rider, let me take this opportunity to write some of my thoughts.

Thank you for having Ed Hertfelder's stories in your magazine. I've read two of his books and I used to be a faithful reader of brand X magazine, but when they dropped Duct Tapes my life was saddened. Only for a couple of months, though. Then I found Trail Rider. In all actuality, your great magazine fits my riding style better anyway.

I am a trail rider. Being a past president of our state organization, MTVRA, I've had the pleasure of riding hundreds of miles of mountain trails, although I can relate to eastern riding. That is where I learned to love trails. In 1974, when living in Maryland, I joined the ECEA and rode enduros for two years before moving to Montana.

After reading your Basic Timekeeping article, it seems you and I were at the Stumpjumper enduro, Class C, 0-200cc, both riding Jack Piner Pentons in 1974. I broke a toe there, but still have my second place trophy. Fond memories. Keep up the good magazine. I really enjoy reading it.

Bruce C. Butler  
Great Falls, MT

*So, you're the guy who beat me! Or, you're one of the many guys who beat me.*

*It's a small world, isn't it. I believe I may have broken a toe there as well, since I recall catching my foot on one of those infamous stumps the run was famous for. Glad you enjoy the magazine, I'll do my best to continue making it entertaining for you, and everyone else.*

## It's Harder Than it Looks

Hey Paul,

I'm just a beginning rider, and when I saw your article in the February issue on basic timekeeping, I thought "Wow, this is great!" So I got out my adding machine tape and various colored Sharpies and highlighters eager to learn the world of timekeeping. I had a little problem following your example.

I was following you exactly all the way until the last line of your hand-made roll chart. You put the mileage at 30.4 for the time of :25, which is originally what I came up with doing it your way. But, when I referred to the route sheet, it was supposed to be 30.3 at :25! I thought that maybe the route sheet was wrong and continued on, only to be off a tenth, and figured that it would reset at the layover.

Then my mentor stopped by and I asked him what I did wrong. Ooops! It turns out that Trail Rider made a boo-boo. At the reset of 30.0 the speed is still 18 mph, so only .3 should be added to 30.0, not .4 (24 mph). He also showed me a more basic way of doing a chart, so that resets do not confuse you. On a scrap piece of paper write down all the times as if the resets didn't exist. Then, once you match the route sheet, cross out all the information you don't need involving the resets, and write that on the roll chart.

As I continued, there was a mistake in K.T. on the route sheet! At mileage 23.0, the key time should read 12:20, not 12:10! Maybe this route sheet was a bad example to use (nothing against the Stumpjumper people)!

Your article did prove helpful, though, and I had wanted to write to you and point out this error before you did the advanced timekeeping article, but I think my timing may be a little off!

Just a Babe in the Woods  
South Jersey

*Good catch, Babe! Now I can confess—I used a little known computer program that isn't sold anymore to run out that roll chart, so I didn't have to think as I wrote the article. I found one glitch in the program—it didn't like that reset right off the line, so I fixed that. And now you've discovered*

*something else it gagged on, i.e., it favors resets over the mileage instructions, which it shouldn't do. Kenny, your mentor (who also talked to me) was right, you should run all the mileage instructions out first, and then fit the resets in where they really belong. This is one of those points where a computer program can let you down, and it's possible that an enduro computer can do the same thing, right on your handlebars. That's why it's really important to double-check your figures before you make the final roll chart, which I did not do. In the same vein, the mistake on the route sheet may have been posted as a correction at the firehouse the day of the enduro, but I never corrected it. The only reason I used the Stumpjumper route sheet as an example is because it was the only one on my desk at the time! So now, you thought you were finding some simple math errors, while actually you have uncovered a vast system laziness and sloppiness on my part. Good work! Let's see if you can find any mistakes in the remaining timekeeping articles....*

## Satisfied KLX Owner

Dear Trail Rider,

I was pleased to read the favorable review of the KLX in the February issue. I spoke to you on the phone, and based partly on your enthusiasm, I bought one. So I don't keep you in suspense...I love it. So far, it seems like it is going to suit me very well. Are you guys getting a test KLX from Kawasaki? If so, I thought you might be interested in what I have done so far.

Stroker Carb Kit: I installed the Mikuni 33mm pumper carb sold by Stroker, which comes with all the cables, throttle and parts needed to install it. As advertised, it makes a huge difference in low-end response...but I will admit it was a pain in the neck installing the carb.

Stroker large diameter head pipe: It fit perfectly, and I guess it helps performance, although I did so many things to the bike all at once I have no idea how much. The only consideration is that it has no insulation or guard over it, so you end up with a very hot pipe running by your leg which could burn you if the bike ever ends up on top of you.

White Bros. exhaust insert: Tames the noise down to a fairly mellow level.

Thumper Racing tall seat foam and cover: I am 6'1" and this made a huge difference in making the bike more rideable.

Baja Designs dual sport kit: The dual sport kit should let me do a lot of things with one machine. The KLX has a two piece rear fender which works great for making the bike into a "convertible." It takes about 20 minutes for me to change from enduro to dual sport mode. I also bought a nifty pair of rear footpegs from Kevin Hines' E-Line company so I can cruise the neighborhood this summer!

I look forward to seeing more about the KLX300 in your magazine.

Mike Mumford  
Centerville, MA

*Yes, Mike, we have a KLX. We also have already installed the carb kit, and agree it is a nasty job to make room enough for the new carb to fit—but what a difference! We should have a full story on what we're doing with the KLX a little later on in the spring.*

□

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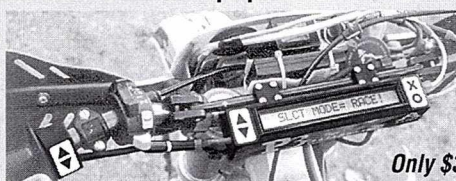
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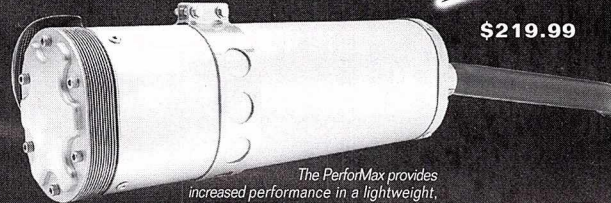


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The "MegaMax" is the full blown performance pipe, with its reverse cone



The "MegaMax" system dominated the '96 AMA Western National "Sound of Thunder" Championship Series with Lance Small (KTM) taking top honors followed by Mike Young (HSB) and Spud Walters (HON).

megaphone design incorporated into FMF's unique oval shaped muffler system. Then there's the "PerforMax", it's a quieter, smaller and light-weight version that also utilizes the advanced oval shaped muffler

system. Both deliver increased performance from bottom end torque, to added top end. They're also a US Forestry Approved spark arrestor system.

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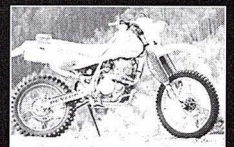
torque. In turn, when using the disc system, the oval disc design provides larger area for exhaust discharge. Also, the oval design allows improved wheel and side panel clearance.

### 4-Way Tuneability.

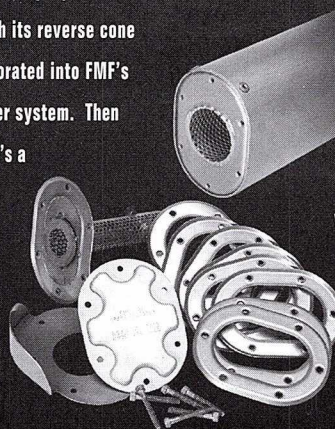
No other exhaust system offers the versatility of the "Max" system. You can run it, (1) wide open competition mode, or "Full Max", without any discs

or quieting core. (2) Add just the quieting core, or (3) just the disc system or (4) both quieting core and disc system

(most popular among neighbors).



Trail or competition, MegaMax & PerforMax, out performs the competition.



Only "Max" offers complete 4-Way tuneability with its oval disc system, Quiet Core insert and fender deflection disk, it's also a US Forestry approved spark arrestor.

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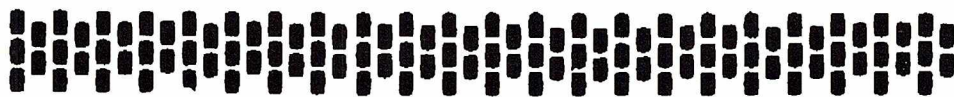
For more information contact FMF Racing or your local dealer today!

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# EASTERN NEWS



## Fort Valley Trail Ride

The Northern Virginia Trail Riders are at it again. Finding success with their annual fall dual sport ride, the NVTR now has a spring ride, the Fort Valley Trail Ride. It's on April 13, and starts from the Little Fort Campground off Route 758 just west of Detrick, Virginia. This is not a dual sport ride, it's a real dirt bike ride, with a competition twist for those interested. Competing riders will be timed for consistency on the trail loops, prizes will be awarded to the most consistent riders. The entry fee will be \$20 at the start, \$15 if received before April 6th, and proceeds go towards opening more trails. For more information, they have a Web page at [www.mind-spring.com/~robkirkpatrick/nvtr.html](http://www.mind-spring.com/~robkirkpatrick/nvtr.html). Or, you can call Rob or Don at (540)371-3034, or call Joe at (301)937-5179.

## Let There be Light

Kevin Hines' E-Line Accessories company has the answer for you if you truly want lights on your CR Honda, and soon for all popular Japanese MX bikes. E-Line has a replacement stator lighting coil kit consisting of a replacement base plate machined out of billet aluminum and a set of coils that will output 140 watts, as well as add a 14-ounce flywheel weight. We've seen them on display at the banquets this winter, and they really are very well made and nice to look at, and we're told they work quite well. The average price is \$399, but call them for availability for your particular model. The phone number is (508)295-0812, and the fax number is (508)291-2605. They also have all the other parts you'll need for converting an MXer; just ask them when you call.

## NAMES AND ADDRESSES

### New England Trail Rider Association (NETRA)

P.O. Box 478  
Ellington, CT 06029  
(860)875-5757

### East Coast Enduro Association (ECEA)

RD 4, Box 5671  
Jonestown, PA 17038  
(717)865-0601

### Vermont Trail Riders Ass. (VETRA)

P.O. Box 136  
South Pomfret, VT 05067

### Pennsylvania Trail Riders Association (PATRA)

Box 77  
Thomasville, PA 17364

### Racer Productions (AMA GNCC Series)

Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157

### Budds Creek Hare Scrambles

(301)475-2000  
District 4 Enduro Comm.  
(716)594-0384

### AMA

P.O. Box 6114  
Westerville, OH 43081  
(614)891-2425

### New York Trail Rider Alliance, NENYC

8 Komar Drive  
Charlton, NY 12019

### New Jersey Trails Conservancy (NJTC)

1799 Route 38  
Mt. Holly, NJ 08060

### District 6 Sports Ass.

P.O. Box 554  
Lebanon, PA 17042  
(717)272-6896

### SETRA

5165 Thompson Mill Rd.  
Lithonia, GA 30038

### Blue Ribbon Coalition

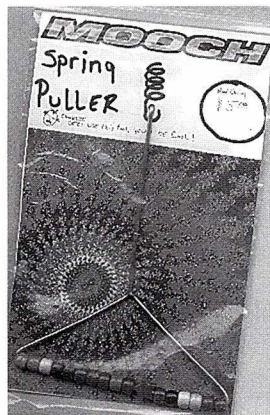
P.O. Box 5449  
Pocatello, ID 83202  
(208)237-1557

### Virginia Championship Hare Scrambles Series (VCHSS)

114 Holloway Drive  
Smithfield, VA 23430  
(804)255-4620

## Support our Freelancers

Regular readers of this magazine (all the Regular Guys), will know that Charlie Williams last year took on a giant obligation when he bought a brand-new van on the way to Bellingham. Did the magazine offer to pay for it? Oh yes; and then Ross Perot offered to come in and paint Charlie's living room. Charlie's working as hard as an underemployed human can, but he still is looking for that little extra each month—you know, for food, heat and other non-essentials. With that in mind, and a certain feel for the growing popularity of the Mooch Motorsports name, Charlie has come out with a line of Mooch signature products and is offering them exclusively through free ads in this magazine. The most impressive we've seen so far is the Mooch Spring Puller, a very stout, tough as nails, serious tool hand-made by an ex-ISDE star, and decorated with hippie beads. This is an heirloom piece, something you'll be proud to hand down to your cousins, and it's only five dollars. Other items include the Mooch low-profile hat, and special Mooch T-shirts. You'll be able to see any of these items at selected national off-road events, being dealt out of the back of the Mooch van, or write or call: Team Mooch, 7505 Edgewater Drive, Indianapolis, IN 46240; (317)254-9917.



## Support Massachusetts Bill S1060

Tony DiRocco of the Pilgrim Sands Trail Riders submitted a bill in the State of Massachusetts that would re-open the state forests to year-round ORV use. The only way this bill will pass is if trail riders across the state become politically active.

Please call your state representative and your state senator and ask them to support bill S1060. S1060 requires the Department of Environmental Management to provide state forest trails for trail bikes and ATVs. S1060 also requires that the trails be open year-round unless weather conditions make trail use inappropriate. The State House switchboard number is (617)722-2000. Call them and tell them where you live, and they can usually connect you with your senator and representative. If not, call your town hall or library, find out who they are and then call the State House back.

The public hearing on S1060 before the Joint Committee on Natural Resources (reps and senators) has been tentatively schedule for Monday, March 10. If you can attend, you'll be joining a group of NETRA members already committed to seeing this bill pass. Be forewarned that it will most likely take all day, and call the verify the date—things are always subject to change at the State House. If you or your senator would like to write, the Senate Chairperson is Senator Lois Pines, State House RM 504, Boston MA 02133, or phone (617)722-1639. If you or your repre-

sentative want to write, the House Chairperson is Representative Douglas Petersen, State House RM 473F, Boston MA 02133, or phone (617)722-2210. Remember—your letter, phone call, or your attendance may be the one thing that puts this bill over the top. Please give it your support.

## PATRA Works on Trails

The Pennsylvania Trail Riders Association reported in their first newsletter of 1997 that this spring they plan to start work on re-opening an old snowmobile trail at Shade Mountain. The trail was very popular with local trail riders, as it represented the easiest way to the top of the mountain and back. After walking the trail with state foresters club members were given the go ahead to clean it up, and subject to inspection and approval when the work is finished, the trail may be re-opened. PATRA will be scheduling a time this spring to get the work started, and they hope to do a lot of work at Shade Mountain this year. If you're a Pennsylvania trail rider, and would like to get involved with a group of great people, contact PATRA at P.O. Box 277, Thomasville PA 17363.

## NETRA Rule Changes

The New England Trail Riders instituted a number of rule changes at their annual meeting. One was a \$10 fee to non-NETRA members, to be able to ride as a guest for the day at any NETRA event. This would save a visiting or casual rider from having to pay \$28 to join NETRA at the event. Other rule changes include a AA class for enduros, consisting of the top ten overall finishers for the previous year, and the age requirement for the Super Senior class has been changed to age 50. Most noteworthy also is the number of throw-away events for the year, which is three for enduros (two plus one work day), five for the hare scrambles (four plus one work day), and three for the Junior enduros. There are more rule changes that may affect you, and they will appear in the new NETRA rule book, and have been printed in the February issue of the NETRA newsletter.

## Win an Indian

The American Motorcyclist Association plans to give away a restored 1941 Indian Sport Scout as part of their annual AMA Vintage Motorcycle Days celebration this summer. The raffle tickets are \$5 for one ticket, or \$20 for five tickets. For show information, or to order tickets, please call the AMA at (614)891-2425. □

## Where To Ride

4/5-6 AMA GNCC Series, Hurricane Mills, TN  
4/6 AMA National Hare Scrambles, Hurricane Mills, TN  
4/6 Greenbrier Enduro, Belleplaine, NJ  
4/13 AMA National Hare Scrambles, Good Springs, PA  
4/13 Lembo Lake Hare Scrambles, Modena, NY  
4/13 Fort Valley Trail Ride, Detrick, VA  
4/19 AMA Nat. D.S., New Waverly, TX  
4/19-20 AMA GNCC Series, Clarksburg, WV  
4/20 AMA National Enduro, Shelton, WA  
4/20 Stumpjumper Enduro, Warren Grove, NJ  
4/26 Nervous Novice Parent/Child Ride, Brimfield MA  
4/26 William Phelan Mem. Junior Enduro, Brimfield MA  
4/26-27 AMA National Reliability Enduro, Lakeport, CA  
4/27 ECEA Hare Scrambles, St. Georges, DE  
4/27 ECEA/BCFSC State Forest Clean-Up, Atsion, NJ



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# Freedom Cycle

**\$5899!**



# Racing

**\$4899!**

*\$\$ Contingency Available from Yamaha and Suzuki \$\$*

# ***New England's Toy Store***

# YAMAHA



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# THE REST of the WORLD

## New Stuff from Cincinnati

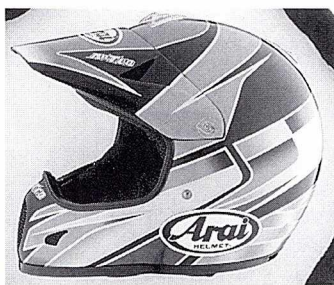
We recently got back from the annual Dealernews Powersports Expo in Cincinnati, and because of this the Rest of the World column is likely to be packed full of new products and not much else. That's okay, we're in the middle of mud season this early spring, and there's nothing happening anyhow, so let's look at some things we might spend that rainy day money on!

## Happy Hand Guard

Cycra Racing Systems showed off a new handguard at the show that features a different bend on the outside of the aluminum bar. We don't have a great picture of it to show you, but basically the Cycra handguard doesn't rub against the outside of your hand when you ride, and doesn't interfere with hand movement at all, as a matter of fact. You have to see it; we'll run a picture in a future issue—they even promised to run an ad. It's the kind of thing a number of you guys have been wishing for all along, and we think they'll do well with it. Cycra also offered a new plastic brush guard that mounts to most aluminum handguards. It comes in a kit with self-tapping screws and a drill bit, and looks really slick and different. They go for \$29.95, in Hot Red, Racer Purple, and Polar White. You can call Cycra at (614)866-9662 and ask them about all their other great products.

## Arai Updates V-Kross

Arai Helmets showed off an updated 1997 version of the one-piece V-Kross helmet, introduced early last season. The new model is called the VX/a, and it joins the existing Arai two-piece model (removable chin guard) to give helmet buyers a choice of construction styles with the same legendary Arai quality. The updates include a larger, stronger top scoop and a longer visor. The VX/a is available in white, four "Scott Summers Replica" color schemes, and a brand new "Scarab" design. Sizes are available from XS to XXL, and the suggested retail is \$351.95, while the "custom" colors are \$426.95. Hey, if you've got a \$10 head, get a \$10 helmet; if your head is priceless, get an Arai.



## Performance Friction

Okay, what do about 90 percent of the racing cars in NASCAR and Indy have in common? Other than the fuel, just about

## Moto Journalism 101

So you want to be a moto-journalist? Here's your chance. Rick "Super Hunky" Sieman will be holding an intensive three-day class in Baja, on April 18 through 20. Classes will be limited to six people, and there are still some slots left. Classes will concentrate on how to get into the business, how to make money right away, and how to submit a package that's accepted on the first shot. Rick's school is located only 20 minutes south of the border, near Rosarito Beach, and the cost for three brutal days of learning is only \$300. Subjects covered are all necessary knowledge in this business, like how to put together tech articles, writing feature pieces, writing style, techniques, short cuts, static and action photography, and inside the industry tips. Requirements: Students must be over 18, have basic typing skills, be at least semi-intelligent and be willing to suffer through three 10 to 12-hour days of concentrated learning. For more information, or to sign up, contact Rick Sieman, 4492 Camino de la Plaza, Suite 1251, San Ysidro, CA 92173. His international phone number is 011-52-661-33480.

every one of them uses Performance Friction brake pads. PF has been making high performance brake pads for racing and OEM autos for years, and recently started getting into the off-road market with a line of very high performance Carbon Metallic brake pads. They claim that the Carbon Metallic brake pads work better, last longer, and give a better braking feel to any dirt bike. Part of their secret is a slightly thicker and seriously stronger backing plate that guarantees the brake pad won't flex when you really get on the brakes. You can learn more about them by trying them, and you can find out where to buy them by calling (800)521-8874.

## Ride in ARS

Acerbis USA announced its ARS riding apparel support program for riders in all areas of off-road competition. The ARS gear is new and hot, and is featured in ads with Jerry Bernardo, so you know it's got to be clothing. If you want to be considered for Acerbis' program, send a resume to Acerbis USA, att: ARS Support Rider Coordinator, 13200 Gregg Street, Poway CA 92064.

## First Enduro to Davis

Kawasaki's Ty Davis surprised no one by winning the AMA national enduro opener in Coalinga, California, on February 18. Davis completed the course with a total loss of only 18 points, two points better than second place finisher Mike Lafferty (KTM). In a phone conversation, Lafferty admitted that no one expected to beat Davis in Coalinga, since it was his "home turf." We heard through the grapevine that Lafferty lost his points riding sloppy in the morning, and then actually beat Davis through the last section.

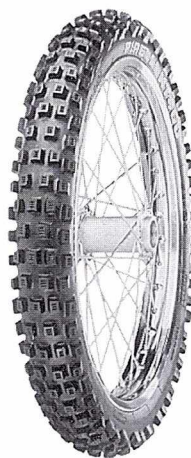
Considering that Davis doesn't plan to contest every event in the series, most enduro enthusiasts are set to watch a title battle this year between Lafferty and Randy Hawkins. Hawkins rode his first race on the new Yamaha YZ at Coalinga, and finished three points over Lafferty's score of 20 for third overall. KTM hare scrambles rider Jason Dahners was fourth overall, and

desert racer Donnie Book (Kaw) finished out the top five.

## New Meat from Pirelli

Pirelli announced their new MT460 front and rear tires in Cincinnati this year. The MT460 is made for hard surfaces and long life, like rocks and dirt roads covered with marbles. We haven't tried them yet, but hope to; so we can find out how they work in eastern rocky enduros. The 80/100-21 front is also DOT approved, so they may be a great choice for a dual sport bike. The big news from Pirelli, though, is that they hired Frank Stacy, formerly of Dunlop, who is without a doubt one of the country's top tire engineers. Frank left Dunlop two years back, went to work for Specialized for a while, and now will be helping Pirelli as well as Specialized (the bicycle people). This can only be good news for

Pirelli, long well known for street tires, but definitely in the need for marketing and development of their off-road line. With Stacy on the payroll, expect to hear big things from Pirelli this season.



## New Ignition Systems

PVL Electronics USA recently sent a press release telling us that they had replacement high-performance ignitions available for the KTM and LEM minicycles. These ignitions feature a lower flywheel weight, a hotter spark, and no rev limit. The ignitions are available as analog (fixed timing) or digital (advance/retard), with a complete kit of parts for installation. We can also add to that by saying that PVL also has replacement ignitions for many popular machines by Honda, Husqvarna, KTM, Kawasaki, Suzuki and Yamaha two strokes. A PVL ignition can increase your performance, be more dependable, and occasionally even cost less than a replacement stock ignition. At any rate, PVL is also the source for Motoplat ignition testing, and they know everything there is to know about replacing a dead Motoplat. If you have a dead Motoplat, or a dead any kind of ignition, or just want to know about a higher-performance alternative to what you have now, it can't hurt to call PVL and talk to them about it. You can reach them at (216)988-4474. □



The *Reading Off-Road Riders* Present the

# Bear Valley *National* Hare Scramble



SPONSORED BY



Boyesen/Twin Air (800) 441-1177

Matto KTM/HONDA (800) 923-1717

**DATE:** SUNDAY APRIL 13th, 1997      **ADMISSION:** \$5.00 *NO ATV'S BIKES ONLY!*  
**PLACE:** Near Good Springs, PA See directions below.      Lodging approx. 12 miles from event.  
**LODGING:** Comfort Inn, RT. 81, Pine Grove, PA 717-345-8031. Mention RORR and get a group rate of \$45  
Colony Lodge, RT. 81, Pine Grove, PA 717-345-8095; Econo Lodge, RT. 81, Pine Grove, PA 800-553-2666  
**CAMPING:** Primitive camping at the event. NO water or electric hook ups.  
**RIDER FEES:** Pro, Expert and Amateur - \$25 pre, \$30 post. Youth - \$20. PeeWee - \$10. Pre-entry by 4/7/97



DISTRICT 6



ECEA



A PORTION OF THE PROCEEDS FROM THIS EVENT BENEFIT THE MAKE-A-WISH FOUNDATION

## SCHEDULE

Youth & Pee Wee	Parade Lap - 8:30	EVENT - 9:00 am	1 hour duration	Note: separate tracks.
Amateur	Parade Lap - 11:00	EVENT - 12:00 pm	2 hour duration	
PRO/EXPERT	Parade Lap - 11:00	EVENT - 12:00 pm	3 hour duration	

## CLASSES

86 to 200	A & B	201 to 250	A & B	251 to open	A & B	Vet 30+	A & B
Senior 40+	A & B	Super Senior 50+	A & B	4 stroke	A & B	Women	AA

====> *FOOD, BEVERAGES, AND TEE SHIRTS WILL BE AVAILABLE* <=====

Riders under 18 years of age **MUST** have a guardian present to sign release. (D-6 cards OK)

All entrants must have a **VALID AMA CARD**. Applications for AMA membership available at the event.

Spectators assume all liability for injuries or loss.

**FROM I-81** - Take TOWER CITY exit 33 off I-81, then head SOUTH on route 209 (toward Tower City) 1.2 miles. Take first right turn in Jolliett (Main St.) for 2.1 miles. At stop sign in Good Springs, TURN LEFT. Travel 3.4 miles to B&M TUNNEL sign. Look for RORR Hare Scramble signs. Entrance on left. There will be arrows from Route 81.

**CALL THE RORR HOTLINE AT 610-921-3592 FOR INFO. PLEASE LIMIT CALLS**

-----DETACH HERE-----

Name	Age	Phone( )	ECEA No
Address			
City	State	Zip	AMA No
Emergency Contact( )		Bike Make	Expires
Class: 86 to 200 A		201 to 250 A	251 to open A
86 to 200 B		201 to 250 B	251 to open B
4 Stroke A		4 Stroke B	Women
			AA
			Vet A
			Senior A
			S Senior A
			Vet B
			Senior B
			S Senior B



# 1996 NETRA AWARDS

## Party night in Mansfield

by Paul Clipper, Photos by Steve Tower

### Mansfield, MA 1/25

There is no doubt that NETRA's annual awards celebration was a very large affair. NETRA business began at 10:00 a.m., when the annual meeting kicked off. About that same time the dealers and display people started setting up, for a one o'clock starting time. Early risers were already mingling in and out, and there was a fair crowd on hand by lunch time. The venue chosen for this year was the Mansfield Holiday Inn, with everything packed in tight to the meeting rooms area. As usual, it was a squeeze, but by the official start time everything was together.

There was plenty to do this year. A flea market and auction was the prime focus for those searching for bargains in gear, and a few minutes browsing through revealed a number of good buys. The auction was going on the same time as the flea market, with Joe Fred Curti auctioning off whatever he could get his hands on.

Meanwhile, out in the hallway the vendors were set up, and although we didn't take a survey of who all were there, it was a reasonable selection of active dealers and accessory people in the New England area. All sorts of fine new machines were available to sit on, touch and drool over, including such exotics as Husabergs from Valley Motorsports and the TMs and Gas-Gas machines from Town & Country Cycle. Later in the afternoon there were workshops available for anyone interested in attending, on subjects such as foam tire inserts,

enduro preparation, suspension tuning and oils. And, of course, there was a display of fine vintage bikes, as well as a video room showing highlights from the '96 season. Without a doubt, there was plenty to do.

After dinner the real ceremonies started, and we kicked off the night with a talk about the old days by Bob Hicks, founder of NETRA and original publisher of Trail Rider magazine. Bob was instrumental in getting New England dirt riders organized in the beginning, and is still active both

politically and physically in the mountain bike scene in Massachusetts. He even admits to maybe wanting to ride a turkey run again this season—he has a "new" Triumph he wants to try out!

Next we introduced Ed Youngblood of the AMA, who welcomed all the NETRA members to the AMA fold, and then we had a surprise guest come up and talk. Enduro champ Randy Hawkins had come along with the boys from Factory Connection, and he came up and talked about racing, and how fine the national enduros have been in New England, specifically the Little Rhody and the King Philip runs. Randy also spilled the beans that he'd be riding for Yamaha this year, so we look forward to his continued success on a new brand.

Jerry Shinnners next introduced the winner of the Bren Moran award for 1996, an award that is given to a NETRA member who has distinguished him-

self "for uncompromising dedication to the perpetuation of off-road motorcycling," as the program says. This year's award winner was Tim Chaffee, long-time president of NETRA, who has finally stepped down from his post this year. Tim has been quietly working on NETRA's behalf for the past ten years and more, and his service to the organization will be missed.

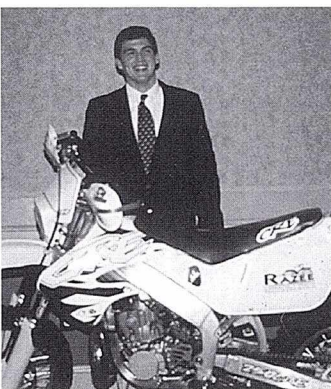
At this point, we finally started handing



Bren Moran Award winner Tim Chaffee.



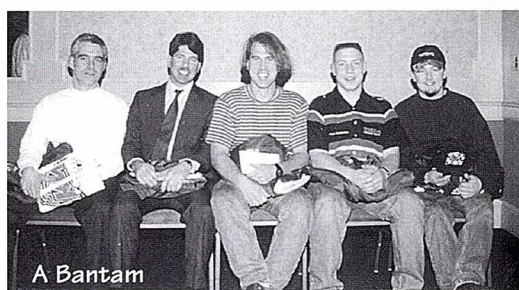
Hare Scrambles Champ Tom Norton.



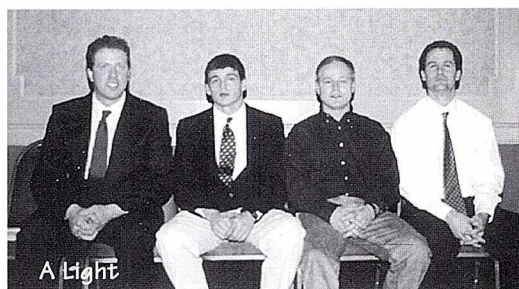
Jason Cayer, Enduro Champion, with his new Raze's CRE for 1997.

### 1996 Award Winners

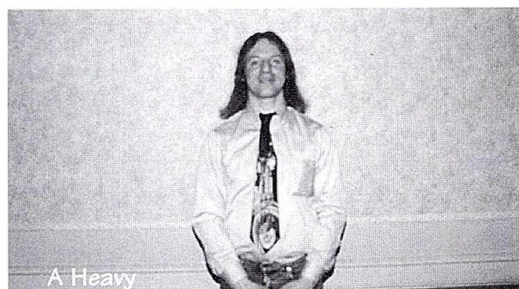
#### Enduro



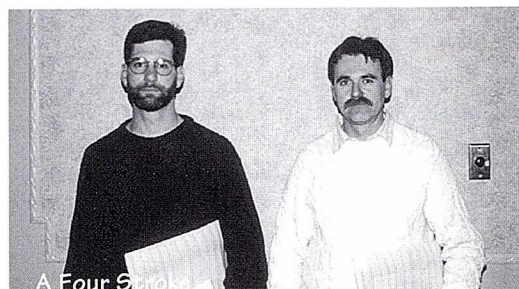
A Bantam



A Light



A Heavy



A Four Stroke

#### NETRA '96 Enduro Winners

<b>Overall Champion</b>	
Jason Cayer	CRE
<b>B Class Champion</b>	
Gary Szlachetka	Kaw
<b>C Class Champion</b>	
Kenny Semerjian	
<b>A Bantam</b>	
1. Darrell Szlachetka	Kaw
2. Pete Tanner	CRE
3. Kevin Howley	KTM
4. Hans Neff	KTM
<b>A Light</b>	
1. Jason Cayer	CRE
2. Dave Gunn	KTM
3. Bob White	CRE
4. Paul Milliken	KTM
5. Rick Claxton	Hon
6. Kemp Stewart	Hus
<b>A Heavy</b>	
1. Eugene Sweetser	ATK
2. Michael Zahansky	KTM



out jackets and plaques. Roughly 250 awards were handed out over the course of the next two hours, including all the hare scrambles, enduro, and Junior enduro winners. Specialty awards and recognition were given to "Best Events" and "Pit Persons" that were voted on during the afternoon. The hare scrambles Pit Person of the year was Frosty Clark, by popular vote, and the enduro Pit Person was Mary Jane Noyes. Woodsocross won mention as the best hare scrambles, and Belltown was awarded Most Improved



Guest of Honor Bob Hicks; founding father of NETRA.

hare scrambles. The best Junior enduro was a tie between the Summer Slam and the Jack Frost, while the Most Improved award was also a tie, between CATRA and Dam Good. The Best Enduro and Most Improved enduro was both won by the Rubber Cow enduro. Coincidentally, the King Philip Trail Riders were also hosting the banquet...you don't suppose there may have been some bal-

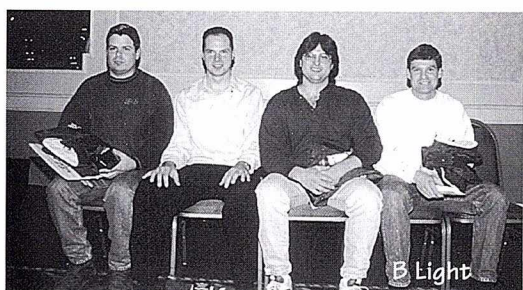
lot box stuffing? Jason Cayer was the Enduro Grand Champ

for '96, riding a CRE out of Razee's in Rhode Island. A significant fact of the season is that Jason won this past season on a CRE he bought used from Kevin Hines, after Hines had used it to win the 1995 NETRA Enduro Championship. So, although this is Jason's first championship, it's his bike's second! For '97 Jason will be riding a brand new CRE, and we wish him good luck.

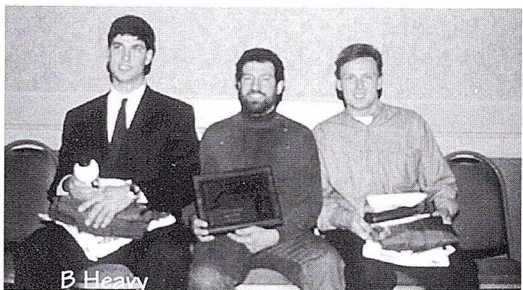
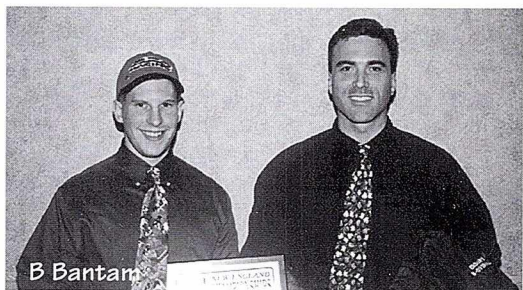
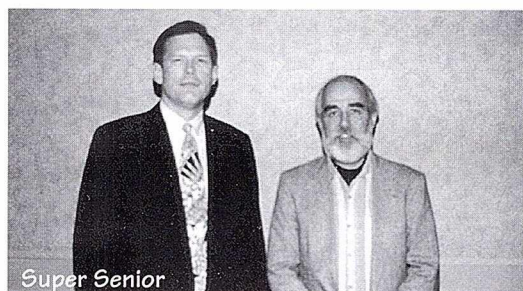
Jesse Berthiaume won the Grand Championship in the Junior Enduro division, riding a Kawasaki, and Nathan Kanney was the Mini Grand Champ in the Junior Enduros, piloting a Yamaha. It's interesting to note that last year both of these riders were riding in the Mini class, with Nathan finishing tenth for the year and Jesse finishing ninth. We wish them well in the new season.

Tommy Norton repeated his '95 win as Hare Scrambles Grand Champion, and he did it in spite of a very rocky year that saw him bow out of the GNCC series and once again start riding a 125, a Yamaha YZ with backing by Yamaha, Sports Cycle Racing and Valley Motorsports, as well as his Mirage "Turtle" sponsorship and a host of others. This year Tom is going full circle, and is back to riding a KTM, a 125, out of Cliff's Cycles in Norfolk, Mass. He is also planning to contest the NETRA enduro series this year, so it should be a very interesting season in New England!

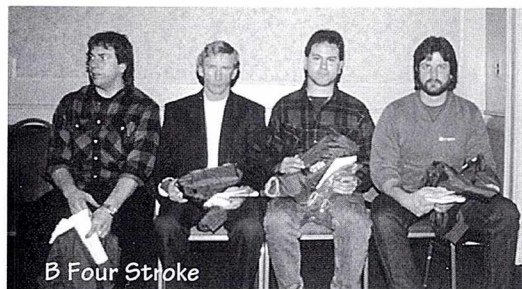
But isn't it always? The evening went on, the partiers partied, and a hardy group of souls suited up and went riding the next day. There was a lot of anxious anticipation for the first hare scrambles—Clarkie's—the next weekend, and the Snow Run enduro, that would kick off the season the end of February. All around, it should be a great year; and we look forward to seeing you all in the woods! □



3. Bill Sironen	KTM
<b>A Four Stroke</b>	
1. Rich Seymour	Hon
2. Bill Drummey	Hon
<b>A Veteran</b>	
1. Max Parkes	KTM
2. Ken Robbins	Hon
3. Ed Bishop	Kaw
4. Geoff Wurltizer	Hus
5. Frederick Goldberg	Hon
<b>A Senior</b>	
1. Jerry Randall	Hus
2. Jim Smith	CRE
3. Bill Johnson	Hon
4. Roger Rodrigue	KTM
<b>B Bantam</b>	
1. Jason Ralings	KTM
2. Joe McLaughlin	Kaw
3. Gary Szlachetka	Kaw
<b>B Light</b>	
1. Paul Piva	Suz
2. Glenn Arnold	Suz
3. Anthony Mazur	KTM
4. Lance Brown	Hon
5. James Cooney	Suz
<b>B Heavy</b>	
1. Mike Stone	KTM
2. Mike Nash	KTM
3. Art Pepin	KTM
4. Dave Gaspar	Hon
<b>B Four Stroke</b>	
1. Justin Lis	Hon
2. Stanley Poplaski	Hon
3. Kevin Jordon	Hon
4. Michael Chop	Hon
<b>B Veteran</b>	
1. Stephen Brown	KTM
2. Bob Edwards	KTM
3. Dean Olsen	Hus
4. Bruce Rocha	Suz
<b>Senior</b>	
1. Robert Landry	Hon
2. Glen Gifford	Suz
3. Al Walker	Hon
<b>C Bantam</b>	
1. Cory Borovicka	Hus
2. Richard Desrosiers	Kaw
3. Alan Hout	Kaw
4. Gary Van Voorhis	Kaw
<b>C Light</b>	
1. John Desimone	ATK
2. Todd Jones	Hus
3. Eric Degray	Kaw
4. Brandon Lee	KTM
<b>C Heavy</b>	
1. David Wernersbach	Kaw
2. Paul Vasconcellos, Jr.	Suz
3. Ryam Brown	KTM
<b>C Four Stroke</b>	
1. Doug Morrison	Hus
2. Tom Smith	Hon
3. David Dugas	Hon
4. Mike Kaminski	Kaw
5. Anthony Fabiano	Hon
<b>C Veteran</b>	
1. Ken Day	Suz
2. Gregory Ciraulo	Kaw
3. Jeff Fluckinger	KTM
4. Ken Atkins	Kaw
5. Bob Foster	Hon
6. Karl Woodman	Suz
<b>C Senior</b>	
1. Paul Silansky	Kaw
2. Greg Wibben	CRE
3. Francis Kaess	Hus
4. John Corliss	KTM
<b>Super Senior</b>	
1. Keith Goodell	CRE
2. Gordon Razee	Hon
<b>Women</b>	
1. Karen Whittier	Kaw
2. Heidi Landon	Kaw
<b>NETRA '96 Junior Enduro</b>	
<b>Mini</b>	
Nathan Kanney	Yam
<b>Grand Champion</b>	
2. Mike Peristere	Yam
3. Robert Rowe, Jr.	Kaw
4. Brian Wozniak	Yam
5. Gregg Hamel	Kaw
6. Adam Simcock	Hon







B Four Stroke



B Veteran



B Senior

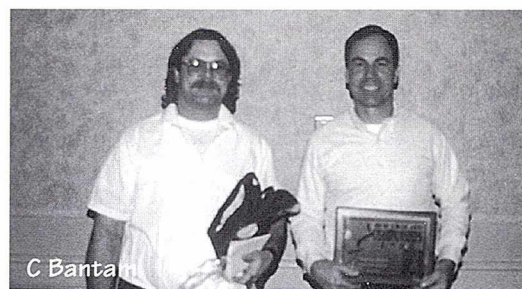
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|-----------------------|-----|
| 7. Justin Tucker      | Yam |
| 8. Adam Aborn         | Suz |
| 9. Tom Kiritis        | Kaw |
| 10. Brad Richardson   | Yam |
| <b>Junior</b>         |     |
| Jesse Berthiaume      | Kaw |
| <b>Grand Champion</b> |     |
| 2. Chris Cramer       | Hon |
| 3. Drew Carpenter     | Yam |
| 4. Derek Phelps       | KTM |
| 5. Brian Sebben       | Yam |
| 6. Chad Richardson    | Yam |
| 7. Michael Koprowski  | Hon |
| 8. Ryan McKenzie      | KTM |
| 9. Boyd Brower, Jr.   | Kaw |
| 10. Tony Arventos     | Kaw |

**NETRA '96 Hare Scrambles**

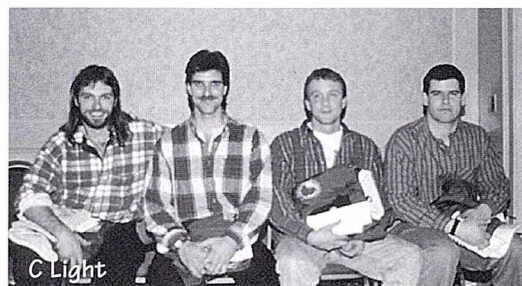
- |                       |     |
|-----------------------|-----|
| <b>AA</b>             |     |
| G.C. Tom Norton       | Yam |
| 2. Joshua McLevy      | Hon |
| 3. P.J. Peculis       | Yam |
| 4. Todd Levesque      | Yam |
| 5. Dave Gunn          | KTM |
| 6. Patrick Timothy    | Hon |
| 7. Brian Tucker       | KTM |
| 8. Randy McCann       | Kaw |
| 9. Steve Formanek Jr. | Kaw |
| 10. Cris Crispin      | Suz |

- |                     |     |
|---------------------|-----|
| <b>200cc</b>        |     |
| 1. Kenny Law        | Yam |
| 2. Paul Blanquart   | Yam |
| 3. Luke McNeil      | KTM |
| 4. Brett Costello   | Yam |
| 5. Justin Spinney   | Yam |
| 6. Denny Anderson   | Yam |
| 7. Hans Neff        | KTM |
| 8. Jamie Prior      | Hon |
| 9. Bob Santheson    | Hon |
| 10. Matthew Jalbert | Yam |

- |                     |     |
|---------------------|-----|
| <b>250cc</b>        |     |
| 1. Arthur Menzel    | Kaw |
| 2. Rory Eastman     | Hon |
| 3. D.J. Lis         | Kaw |
| 4. Rick Claxton     | Hon |
| 5. Justin Provencal | Kaw |



C Bantam



C Light



C Heavy

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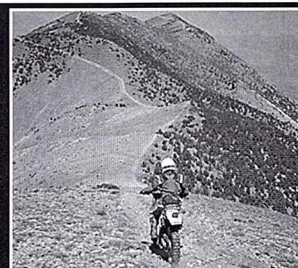
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(Paul Clipper, Trail Rider Magazine, Spring Tour 7/96)

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C Four Stroke



C Veteran



C Senior

6. Bruce Yuill
7. Kevin Wall
8. James Cooney
9. Charles Timothy
10. Kevin Paine

#### Open

1. Mark Burdick
2. Bill Haelen
3. Roger Billharz
4. David Simcock
5. Peter Matteau II
6. Doug Walter
7. Jim Kirchner
8. Don Mosher
9. Sean O'Donovan
10. Steve Sheppard

#### Veteran

1. Russell Bain
2. Harold Bowen
3. Norm Turnberg
4. Scott Raymond
5. Kenny Held
6. Ron Lemieux
7. Lee Pelletier
8. R.F. Orlick
9. Ray Van Guilder
10. Gerard Leary

#### Senior

1. Jerry Randall
2. Steve Formanek
3. Larry Piers
4. Bob Young
5. Victor Tiship
6. Timothy Moore
7. Frank Ackerman
8. Steve Kanya

#### Four Stroke

1. Gus Bender
2. Robert White
3. Aaron Castagna
4. Chris Cramer
5. Pat Fogarty
6. Norman LaBranche, Jr.
7. Jerry Shinnors

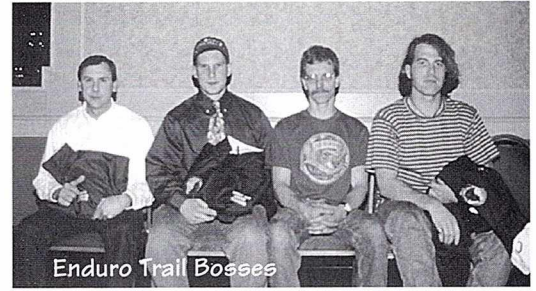
- Yam  
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Kaw



Enduro Trail Bosses



Junior



Mini

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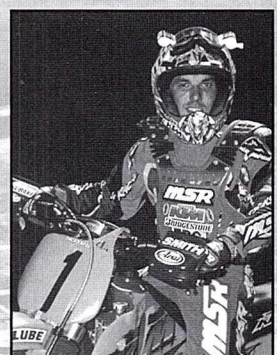
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Junior Enduro Trail Bosses

## Hare Scrambles



AA



25 Oct

8. Charles Burdick
9. John Dunn, Jr.

Hon  
Hus

### Women

1. Michelle McKinnon
2. Sally Haber
3. Pam McCann
4. Dawn Shayer
5. Dawn Silva
6. Sharon Pacheco
7. Amanda Young

Hon  
Kaw  
Kaw  
Hon  
Kaw  
KTM  
Kaw

### Junior

1. Brian Lawson
2. Eric Rougeau
3. Jesse Berthiaume
4. Drew Carpenter
5. Jim Wesolowski
6. Derek Phelps
7. Joey Seccal
8. Boyd Brower, Jr.
9. Brian Sebben
10. Jim Senecal

Yam  
Yam  
Kaw  
Yam  
Yam  
KTM  
Yam  
Kaw  
Yam  
Suz

### Mini

1. Nathan Kanney
2. Mike Peristere
3. Robert Rowe Jr.
4. Brian Wozniak
5. Robert Lagenback
6. Brian Choquette
7. John Moore
8. Joe Robert
9. Justin Tucker

Yam  
Yam  
Kaw  
Yam  
Hon  
Yam  
Suz  
Kaw  
Yam

### Senior Enduro Trail Bosses

**Snow Run:** Bill Drummey, Dean Olsen  
**John Monahan:** Bruce Rocha, Peter Tamagini

**King Philip East:** Jim Copeland

**New England Championship:** Mark Rivard, Gary Schiessel

**Little Rhody National:** Rich Seymour, Bill Johnson

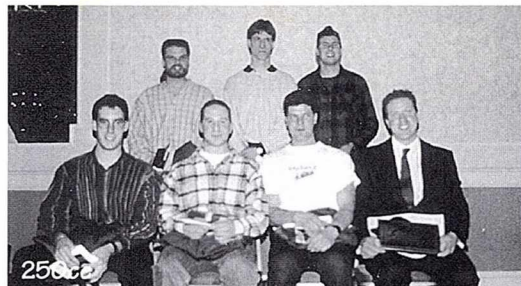
**Tri-State:** Mark Bouvier

**Mudslinger:** Michael Kelly

**Rubber Cow:** Joe McLaughlin

**Mohawk:** Don Allard

**Black & Blue:** Darrell Szielcheta, Bob



25 Oct



Open



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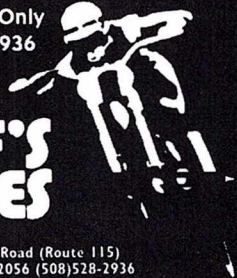


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Veteran



Senior

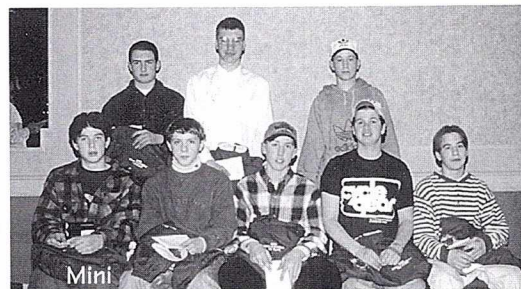


Women

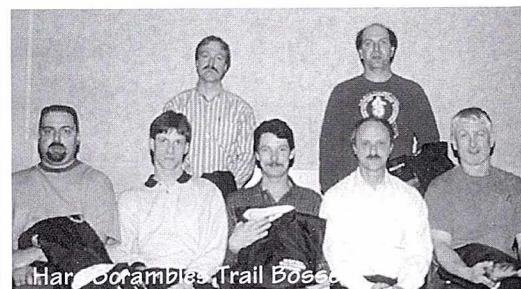
Kamay  
**Cockapontet:** Paula Stewart, Joanne Wozniak  
**Hare Scrambles Trail Bosses**  
**Clarkie's Wild Ride:** Rick Wolf, Suzette Wolf  
**Lembo Lake:** Dave Walker  
**CATRA:** Peter Shafran  
**New Hoot:** Ken Law  
**Dam Good:** Steve Erickson  
**Central Vermont:** Michael Whipple  
**Connecticut State:** Keith Honda, Mitch Frazier  
**Belltown Scrambles:** Loren Moody  
**Down East:** Bob Holohan, Robert Bendix  
**Union:** Steve Formanek Jr., Thomas Hardy, J.C. Zwick  
**Mohawk:** Ed Bishop  
**Hoot Owl:** Bruce Yuill  
**Greylock:** Gerard LaBelle  
**Stateline:** Paul Campbell  
**Woodstock:** Steve Antoniou  
**Clarkie's Mild Ride:** Walter Savard, Dale Drew  
**Rocky Mountain:** Tom Levesque  
**Junior Enduro Trail Bosses**  
**William Phelan Mem.:** Robert Phelan  
**CATRA:** Frank Ackerman  
**Dam Good:** Eric Anderson  
**Knox I:** Chris Patterson  
**Firecracker:** Steve Formanek  
**Minuteman:** Eryk Lau  
**Mudslinger:** David Boudah  
**Summer Slam:** Mark Rivard  
**Knox II:** Richard Frary  
**Steerage Rock:** Jim Mitchell  
**Clarkie's Mild Ride:** Derek Carpenter, Walter Savard  
**Granite State:** Tom Levesque  
**Jack Frost:** Dave Carlson



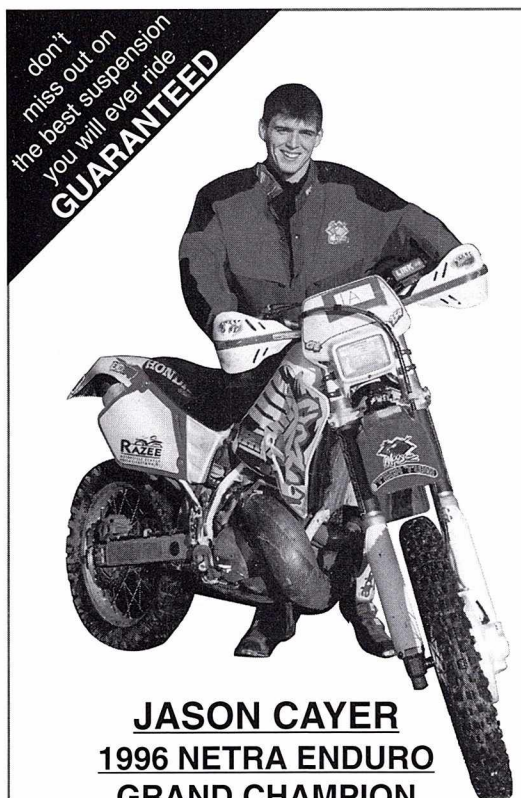
Junior



Mini



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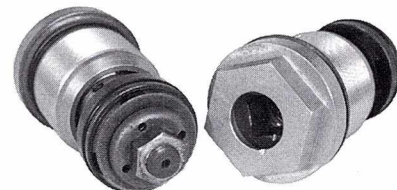
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# ECEA AWARDS '96

## Breaking the South Jersey stranglehold

Trevose, PA 2/8

**W**e had to look it up, to believe it, but the evidence was right there in old ECEA banquet programs. By winning the ECEA grand Championship in 1996, Mark Spence—a Virginian—took away a trophy that had gone to Millville, New Jersey, for the past 13 years. Kevin Bennett won the trophy three times, in 1987, '88, and '90, and every other year since 1983 it was a Lafferty who stole the honors, with Michael in '93 and '94, and Jack Jr. every other time. All three of them have a Millville address.

By anybody's estimation, that is a long time for a trophy to be stuck in one town. "can you believe it? That's sick, isn't it?" said Jack Lafferty Jr., when we asked him about it. More than anything else, the loss of the trophy meant a little bit of shock, and a large feeling that it was about time anyhow, even with the Laffertys and the rest of the Millville residents who really care. Then again, there's not a whole lot they can do about it. "For me it was a miserable year," Jack said. "Every time I rode something went wrong, and I just kept getting seconds, if I did that good. I never won a race all year!"

After twelve years of trying, though, I guess he can be excused for his "year off." After "retiring" in '95 and switching to a Honda, Jack amazed everyone by coming back and waling everyone that year, beat-

ing second place Spence by slightly more than 100 points. This year he finally married and started a family, and if there ever was a year where he had an excuse, that would be it. Spence, however, was on a mission, after being whupped in '95. He dogged Jack unmercifully, and though he

as well as a few other vendors with enduro specific products (like Trail Rider?). It was a good afternoon for looking at the machinery and bench racing, and with the weather outside everybody was content to do just that.

When the evening started, emcee Charley Stapleford took a few minutes to honor the ECEA riders who went off to Finland this past year to ride the International Six Day Enduro. All six of them finished the tough event, which must be a testimony to the skill level in the ECEA. They were: Fred Hoess, who won a gold medal, Chris Smith, who also won a gold, Mike Lafferty, silver medal, and Tom Ebersole, Jeff Kirchner, and Eric Koeller, who all won bronze medals.

Later on, Charley took a few minutes to honor one of the ECEA competitors who was badly injured this year. Husaberg rider Garrett Stibitz had competed actively all year, to finally win the Four-Stroke class in the ECEA hare scrambles series, as well as finish

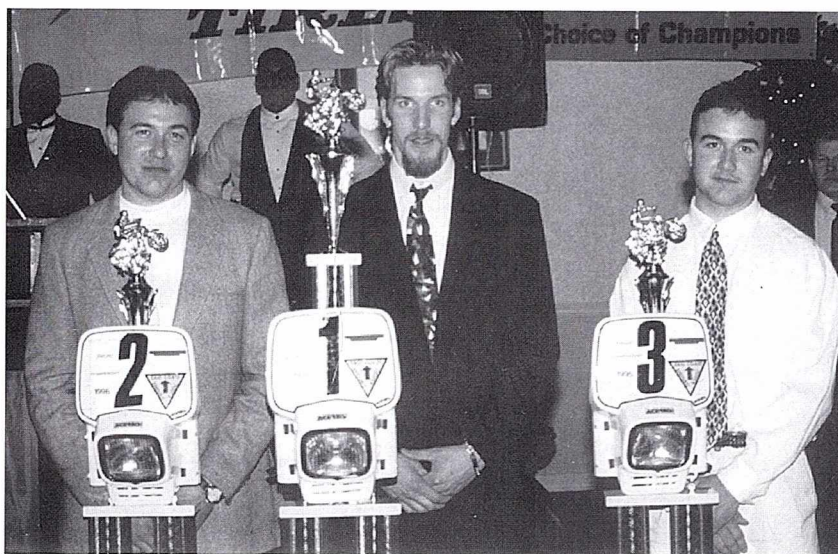
eight in the B Four Stroke enduro class. Tragically, he was involved in an automobile accident that left him in a wheelchair, still badly injured. Garrett was on hand to receive his awards, and was given a standing ovation when he accepted his hare scrambles plaque.

Richard Lafferty was the Grand Champion of the ECEA hare scrambles series in '96, taking it away from his brother Michael, who won it in '95. Michael was among the missing at the banquet, already on the road for the national series and off to a good start—he'd just scored the overall win at the Tennessee ISDE Qualifier the weekend before. That's all right, even without him there were plenty of Laffertys around!

When the awards were over the dancing started, and for all we know it may still be going on. The parties moved up into the rooms, and wandered the halls until the wee hours. Everybody was certainly happy on Saturday night...Sunday morning they looked a little rough, though.

But that's the way it is, and we'll guarantee you that they won't be that rough on Sunday mornings from now on. After all, there's trophy to get back to Millville.

Or a good reason to keep it away from there! □



ECEA Grand Champ Mark Spence, in center, with multi-time champ Jack Lafferty Jr., left, and Richard Lafferty, who also overalled the Hare Scrambles series.

didn't win them all, he won enough to make the difference. In truth, Jack's brother Richard also did his best to monkey-wrench the plans of the other two, and all three of them finished the year with only four points between them. Jack and Mark had tied with 222 points, with the win going to Spence because of his overall wins, and Richard was right behind with 198. In the last events of the season it was literally anyone's game, and we can thank all of these guys for providing some great racing.

So on the eighth of February, the ECEA faithful gathered in eastern Pennsylvania to honor these three riders and the 200 or so other riders who made their mark on the East Coast Enduro Association circuit this year. The afternoon happened to coincide with nearly the only bad weather we've had yet this winter, and snow came falling down as the vendors moved into the display areas. A good cross-section of local dealers showed off their wares,



ECEA Hare Scrambles class champions of '97.





A125

#### ECEA Enduro Championship Grand Champion

Mark Spence	Hon
<b>AA (not pictured)</b>	
1. Michael Lafferty	KTM
2. Richard Shirk	Kaw
3. Craig Shenigo	Yam
4. Mike McHale	KTM
5. Craig Cossaboon	Kaw
6. Marc Grossman	Kaw
7. Frank Vanaman	KTM
8. Anthony Tomasello	Yam

<b>A125</b>	
1. Ellis Tomlin	Yam
2. Eric Pirie	Hon
3. M. Dean Spencer	Hon
4. Greg Davies	Yam
5. Ken Long	TM
6. Bob Agonis	G-G
7. Joe Tavani	Yam
8. Vic Chalow	Yam
9. Dale Freitas	Hus

<b>A200</b>	
1. Robert Mohn	Kaw
2. Scott Ober	Kaw
3. Ron Lucas	Kaw
4. Jeff Moyer	Kaw
5. Ed Hamilton	Kaw

<b>A250</b>	
1. Michael Moore	Yam
2. Larry Poplin Jr.	Suz
3. Michael Arendasky	G-G
4. Brian Russell	Suz
5. Fred Hoess	Suz
6. Rob Aldakimov	Hon
7. Dwayne Shirk	Kaw
8. James Wright	Suz
9. Michael Bradway	Yam
10. Ed Hamilton	Kaw

<b>A Open</b>	
1. Byron Culbertson	Hon
2. Ed O'Flynn	Hon
3. Tom Folkl	Mai
4. Dean Spencer	KTM
5. Jim Landvater	KTM



A200



250



A Open



A Four Stroke



A Veteran

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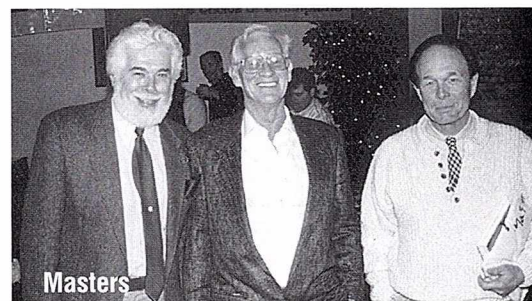
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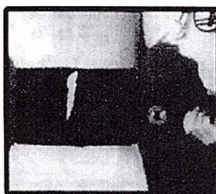
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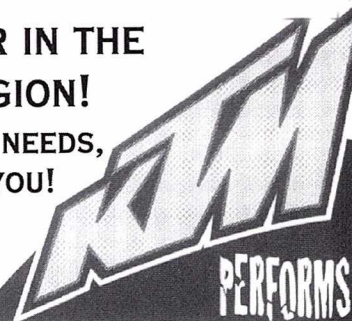


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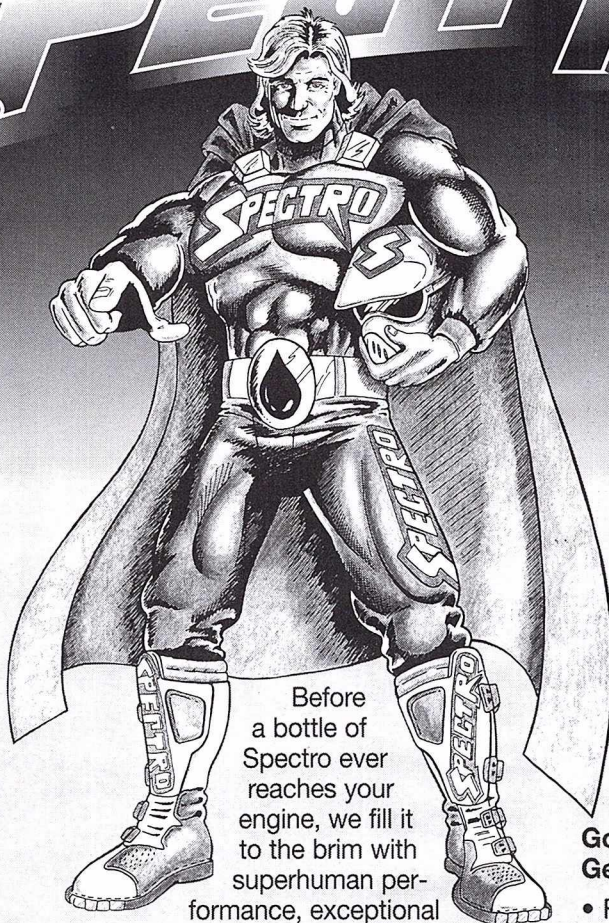
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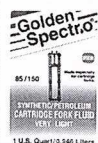
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# MORE ADVANCED TIMEKEEPING

Gather up your rule books for the finer points of enduro riding

by Paul Clipper

Last month we presented part two of our timekeeping epic, where we talked about check-ins and check-outs, possibles, and what to do in a checkpoint. This month we'll tell you about all the other spots in an enduro course that will make you stop and think, and a few other fine points.

## Resets are Your Friends

When I was starting out, the one thing I really looked forward to on the course was the resets. Here was a spot where the benevolent club was going to give you time to rest and get your act back together. In a reset you could plan to fix something on your bike, feed yourself, get a drink, or just lay on the ground and get your wind back.

A reset is always noted by a start mileage and a finish mileage, like "Reset From 26.4 to 30.0". In our sample route sheet, this reset occurs in a section with a speed average of 18 mph, so the 3.6 miles eaten up by the reset nets you a 12 minute break. Twelve minutes is a luxurious amount of time for a reset, and you could do all sorts of comforting things to your bike and yourself in that amount of time. You could eat your lunch, if you have it with you. I've watched professional riders in the Six Days change front and rear tires and install a new air filter in 12 minutes. Use your time wisely!

All you need do when you arrive at the reset is reset your odometer up to the exit mileage, 30.0 in this case, and note your time. If you rolled into the reset on time you have almost a full 12 minutes to kill. Most

likely you'll be late coming in, since most clubs put resets in the course to get you back on time, or at least give you a little of your late time back. In this case, check how much time you have until you have to leave, and then do whatever you have to do. If you were later than 12 minutes down coming into the reset, then just reset your mileage and keep moving, and comfort yourself in knowing that you're at least not as late as you were a minute ago.

However, if you have the time, it's best to spend at least the last minute of a reset

so very carefully.

I remember once at a mountain enduro in California, I was sitting at a reset with nothing to do but wait, so I rolled up my roll chart and looked ahead. The speed changed to 30 mph immediately following the reset, and then there was another reset in exactly ten minutes, five miles up the course. The riders were leaving the reset following a cow trail wandering alongside a shallow stream. The fact that the next reset was so close made me deeply suspicious that there may be a tricky special test in that

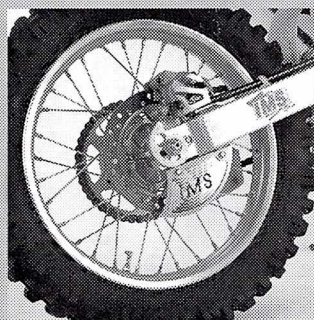


Good advice.

looking at your roll chart and trying to think ahead to see what is coming up and how to attack it. Maybe there is a speed change to a higher average speed ahead; could be a dead giveaway for a tough section. Maybe there's easy riding ahead. If the reset ate all the "free time" following the last check (remember the "three before, two after" rule), then you know for sure that the next whole minute is a "possible," and you don't want to leave the reset early, unless you do

stream, and I told my partner that I'd bet there was a check in 4.5 miles, and in order to zero it we were going to have to ride straight up that stream, and forget about the wandering cow trail. We left the reset just a little bit early, and crept up to the next possible, which turned out to be a check-in. Now we had exactly four miles to the last possible before the reset, we were at the very top of our minute, and there was nothing to do but gas it! The majority of the riders hadn't figured it out by this point, and were still following the cow trail and trying to stay dry, but not us. We waited through that stream like we were heading for a house on fire; luckily moving water rarely runs deep in southern California. For exactly four miles we rode like lunatics straight through the water, in the end mixing it up with the rest of the riders who finally figured out what was going on. At the check-out we were soaking wet, but we both carded zeros for the section—and that made it all worth it!

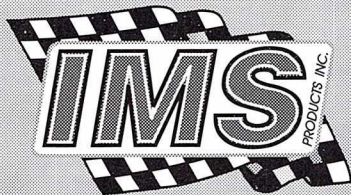
The moral of the story is don't just collapse at a reset. Take some valuable time to gather your thoughts and look forward to



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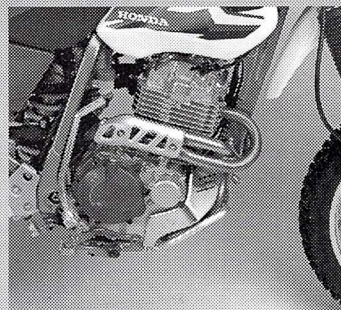
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what might be coming ahead. Every now and then you might get lucky—I won the B 250 class that day.

#### Gas Stop/Gas Available

A Gas Available is a spot on the course where the club has graciously allowed pit crews access to service their riders, if they need to, and nothing more. Gas Available means if you can get a gas can in there you're welcome to re-fuel, but the club isn't going to give you any time, and there's no two before, three after rule. Usually if the club knows that their mileage between official gas stops is long, they will provide a gas available and rig the course so you have a few minutes available—they'll make the riding easy, or even provide a gas available at a reset. Occasionally there will be no extra time at a gas available, and a real need for fuel. This is also known as a panic stop, and you just deal with it the best you can.

A Gas Stop is an actual, official place on the course where the club has deemed a necessary re-fueling point. Often times the club will provide a "gas truck" that will carry your can to the gas stop. If such a thing is provided it's a very good thing to know about, since you may run out of fuel on the course without your gas can at the gas stop. Whether or not a truck is provided is noted on the route sheet, or signs are posted to that effect. Clubs most often provide some amount of extra time at the gas stops, either through a reset, free time, or a layover.

#### Free Time

Free time or layover means that the clock is allowed to run while the mileage remains fixed—you're given a length of time to spend at a particular mileage. The key thing to remember is that it's not a fixed length of time from whenever you arrived at the layover. The layover time is calculated from whenever you were supposed to arrive; if you're late into the layover you're certain to not have as much time as the club originally gave you. Either case, follow your roll chart. You will have a note on the chart telling you when you have to leave, and you'll be well aware of that time, since you carefully made up the chart yourself, right?

Gas stops and layovers can be tricky things. In the start of this Timekeeping series, we reproduced a route sheet from the 1996 Stumpjumper enduro. Looking at that, it's interesting to note that they had the riders refueling back at the start, after the first loop of the ride. The club gave 29 minutes for the layover, and called the refueling stop a gas available rather than a gas stop. Of course, what this means is that there could be a check at any legal location prior to the layover, since there's no "two before..." rule for a gas available. However, the club designated the start of the second loop as a Start Control, which is affected by the "three after" part of the rule, so there couldn't be a check until the first possible after three miles. What this meant, at the time, is that all the confusing instructions to go 6 mph for seven tenths, then change to 18 mph for another nine tenths, then change to 24 mph could all be basically ignored—you could just ride out to 2.8 miles on the course, make sure you were close to the top of your minute, and then ride to the first possible at 3.2 and start looking for the first check-in.

It may be worthwhile to note the difference between free time and a reset here. When you're in a "free time" section, or a layover, the club is giving you time. When

you're in a reset, the club is giving you mileage, which in a roundabout way also gives you time back. However, a reset is always something to study carefully on the route sheet, and should prompt you to ask if the club is doing anything sneaky with the reset—like taking away time in which a check isn't possible, or setting up a course to use a specific location for a check.

#### Key Time

One of the terms you'll hear a lot is "key time," and if you don't know exactly what it is you're going to eventually embarrass yourself. Key time is nothing more than the theoretical start of the enduro. All enduros will have "Key Time 8:00 a.m." or Key Time 9:00 a.m." on the race flyers, or some such time notation as that. It means that the enduro starts at that time, and everything

with a time attached to it, during the enduro, is based on "key time." Remember there are no riders on key time. The first riders, riding on minute one (1A, 1B, 1C, 1D), start when the key time clock rolls up to 8:01, or 9:01, or whatever key time is.

For the rest of the enduro, you'll find key time notations on many instructions, like speed changes, gas stops, layovers, and your crew will be noting key time listed for spectator points and gas availables, along with all the rest. To know when you're expected to pass a certain point on the course, assuming you're on time, just add your starting number to key time. So, if you start on minute 24 (24C is your number), just add 24 to key time. Thus, your starting number in the Stumpjumper enduro is 8:24.

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Now, way back in the old days it was normal to set your roll chart up so it started at :24, so that you could set your watch to the key time clock and when you looked at it you would see key time as well as the actual time of day. Hardly anyone does this anymore, since all commercial roll charts start at "0.0" and all enduro timers and computers start at "0.0," and if your clock starts at :24 I'll guarantee you that at some point

during the day you're likely to get terribly confused...especially if you try to reset your equipment off of someone else's. Best to just go with the flow, start everything at "0.0," and get on with your riding.

#### Course Mileage

Two terms that are common: Route Sheet Mileage and Ground Mileage. Route sheet mileage is whatever the final numbers say on the route sheet. For all intent and pur-

poses this is the official mileage of the course. Ground mileage, or actual mileage, is what you wind up riding with all the resets taken out. Ground mileage is the important one for figuring out whether you can muster the strength or fuel mileage to get between the gas stops. If your bike can't make the ground mileage between the gas stops, you'd better make sure your crew is at the gas available.

Most enduro association rules require the posting of mileage on the course, during the enduro. Some clubs use pie plates, some just scrawl the mileage on major turn arrows fixed to the trees. Either way, you should know in advance that this marked course mileage is the official mileage of the course, and no matter how screwy they might be, they are correct. In other words, if your \$300 electronic odometer says 24.2, and you pass a mileage marker that says 24.4, you'd better reset your instrument because it's wrong. The marked mileage reflects the findings of the layout odometer, and it is considered the true mileage of the course. Every now and then a club will mess with your mind by stretching or shrinking a section by a tenth or so, and then plainly mark the mileage just to make sure you're not sleeping. If you do find a mileage marker that appears to present a major correction, be alert for a checkpoint ahead. If the club is playing with you, they may be trying to burn you right around the corner!

#### Putting it All Together

In conclusion, it is very difficult to convey in this article all the information you're going to need to stay on top of things while you're riding the enduro. To be absolutely competitive, you not only have to ride fast, you have to THINK. You have to be totally aware of where you are, both on the course and within your minute, from the moment the enduro starts until you finally clear the finish checkpoint.

It is not easy to accomplish this.

What happens if you foul a plug? What if you rip your odometer cable off, and you don't have a working odometer any more? What if you whack your foot on a stump and can't see for all the stars swimming in front of your eyes? What if you crash? What if the batteries in your clock die? What if....?

Well, the simple answer is this: if you stop thinking about timekeeping while you're in the middle of the enduro you're almost guaranteed to lose, unless the weather has turned the run into a pure survival event, which doesn't happen often any more. Practice is not all that practical, but you have to be good enough to ride your bike unconsciously, without thinking about controls or suspension or handling or anything. You have to have your bike set up to where you're positive it's going to finish the ride without giving you any trouble at all. And, you have to know the rules and your timekeeping system inside out, so there are no bad surprises out on the course. You'll get to this point by gathering experience; the more enduros you ride, the easier it will become.

However, if you want an "edge," and you don't mind paying for it, there are enduro computers out there that will take a lot of the hard thinking out of your enduro riding. We'll take a look at them next month, and then after that maybe we'll look into some of the secrets of the pros for you really hard-core riders. Stay tuned, and never start with old batteries. □

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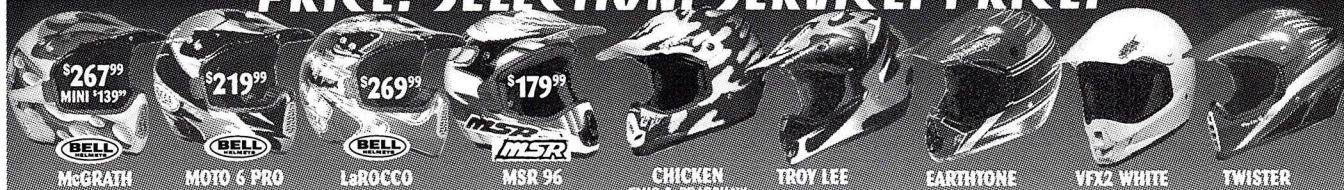
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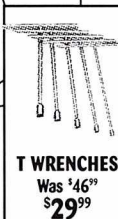
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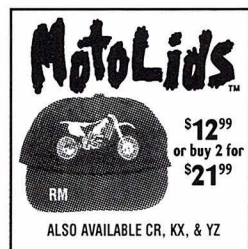
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	100x19	\$54.00	\$58.00	\$56.00	\$56.00
	110x19	\$59.00	\$63.00	\$59.00	\$59.00



# ATK 1997

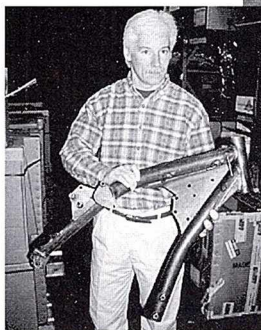
## A quick look at the '97 model line

by Mark Uth

Just last February the Trail Rider staff spent a few days with the people from ATK, a sort of informal press introduction to get reacquainted with the '97 ATK model line. Having spent considerable time this past season aboard a 260 two-stroke (which we literally boxed up for shipment the day before our departure to Utah), we were well primed to see where the company was headed. You'll recall that last year, after ample fiddling, we found the 260 LQ to be a pleasant trail bike and competitive racer, but not without warts. Many of those issues identified here in Trail Rider have been smoothed out (perhaps surprisingly so) in the '97 model line. Additionally, we got some fresh first hand experience aboard the trick ATK four-strokes, 350 and 605 cross country (off-road) and dual sport models and finally, a peek into what lies just around the corner for the USA's only dirt bike manufacturer. Here's what to look for from ATK in 1997.

### Ring Dings

Both the 250 and 260 LQ models are back for '97, graced with some refinements. For the record, the 250 LQ is a true 250cc motor, while the 260 is actually a 251cc hybrid, its bore "hogged out" a mere 0.15mm. Both bikes are still feather weights in enduro trim, with a claimed (and pretty darn close to what we measured last year) 235 pounds dry. The enduro kit (skid plate, spark arrestor, lighting kit) are options on the 250 while standard on the 260 model. Using the laudable "if it ain't broke, don't fix it" mentality, the '97 two strokes return with plenty of the same world class hardware we've come to expect from ATK. This includes stout Pro-Taper handlebars, trick-looking gold anodized Talon hubs, and self-cleaning Answer Radialite rear and front steel sprockets, driven by a DID O-ring chain. Proven Dunlop intermediate terrain knobbies, a D737 rear and K490 front, compliment White Power suspension components and keep things in good contact with whatever ground's being traversed. The same Rotax liquid cooled motors with 6 speed, wide ratio transmissions develop obligatory motive power and exhaust through a nickel plated pipe and aluminum silencer or silencer/spark



White-haired guy with four-stroke frame: This is it?

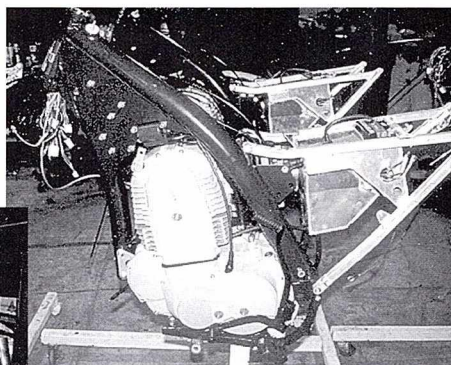
arrestor combo unit. An SEM ignition gets things spinning and is replete with a 160 watt lighting coil. Finally, a 3.1 gallon fuel cell with integral bullet-proof radiator shrouds ensures you'll never worry about brush tearing off radiator plastic, or fuel problems completing those 50 mile enduro loops.



The flag ship of the fleet: ATK's 605 in dual sport trim.



The 250 LQ, slightly different from the one we rode last year.



Bolt the frame onto the massive Rotax motor, and it starts looking like a bike!

In the new and improved category, '97 ATKs come with a beefy new chain guide that'll surely stand up to the worst use and considerable abuse. A new subframe bracing scheme better supports the enduro

fender, tail light and license plate mounting assembly, keeping that hungry rear knobby from chewing up plastic. Last year's problems with the rear brake master cylinder support bracket have been fixed, this year made from stouter chrome moly steel. It turns out, last year's frame weldment was mistakenly made with a mild steel mounting bracket, hence the bending problems previously noted.

The '97 LQs have a slightly taller saddle made from denser foam that retains a good shape and feel for maintaining proper body position. A smaller Mikuni TMX carburetor (35mm vice 37mm) was an attempt to get some more bottom end power while smoothing out the high end hit of the Rotax power plant. While we welcome any gains in this area, the Rotax engine still has room for improvement. The Rotax two-stroke is still a very mild motor. Finally, the '97, two and four stroke models come with a new White Power fork that eliminates the rebound and two-stage compression damping adjustments (read: a single compression damping adjustment only). We liked last years fork, being the fiddlers that we are, however some tuners will claim that all those extra adjustments are an overkill. Rest assured, we'll prove this to ourselves, one way or another, once our '97 test bike arrives.

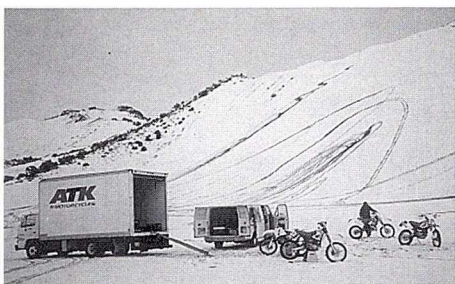
### Thumpers

The ATK four strokes have the undisputed, trickiest frame in the business. Introduced in '96 and back for '97, this cool asymmetric flying "V" chrome moly backbone is a feather weight that makes the engine a stressed member. When ATK builds these models, the frame is bolted onto the motor,



The end product: Mark Uth plows some fresh snow on the 350.





Camp tundra: It wasn't the best day for bike testing.

rather than the motor being bolted into the frame. It's awesome. Oil from the dry sump Rotax power plant is carried in the frame back bone to the tune of three quarts, which further aids engine cooling. Four stroke 350 and 605 models can be had in cross-country and dual sport trim, with primary kick or electric starting. Dual sport models are 100% identical to their cross-country brethren, save the additional street hardware like signals, horn, mirrors, battery and substantial wiring harness. All the important stuff, i.e., suspension, motor and carburetion, are shared. Regarding the electric start option, it adds 12 pounds, and in our opinion is a small price to pay to avoid kick starting these beasts. Also noteworthy,



The 350 is identical to the 605, save piston size.

there is only a two pound difference between the 350 and 605 models.

The venerable Rotax counter-balanced, belt driven, single overhead cam four-stroke motors are solid, if not somewhat dated power plants. The 350 and 605 engines weigh in at 348cc and 598cc, respectively. In the stock state of tune they provide long life and good linear power. For racers and/or other horsepower hounds, there are plenty of aftermarket tuners out there that can turn these dependable prime movers into real fire breathers. However, beware of increased difficulties in kick starting high compression motors. A Nippondenso electronic ignition includes a 190 watt lighting coil that is standard on the dual sports and optional on cross country models. Carburetion is via 34mm and 40mm Dell'Ortos, for the 350 and 605, respectively, while all models exhaust through a stainless steel header pipe and tunable, light-weight Super Trapp muffler system.

Regarding power output, our seat-of-the-pants impression puts the 350 somewhere in the middle of the midsize thumper class. Not the same raw, revving, explosive power of the Husaberg 400, however, easily stronger than current stock KLX300, XT350 and DR350 motors. The 605 is a bit tougher to place. The counter-balanced motor is easily smoother than the output of, say, the Honda XR650L, but it's otherwise hard to distinguish it from other open class

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ATK's most famous rider is Doug Domokos, the Wheelie King, here putting on a mid-morning show.

thumpers, like the XR600, KTM 620 or Husky 610, without a side by side comparison. This is probably good, as each of those other bikes have distinguished themselves on many occasions as proven trail bikes and racers.

The '97 ATK four strokes get the same, albeit differently sprung and valved, new White Power fork as the '97 two stroke models. Same goes for saddle upgrades (denser foam and slightly taller), drive train (Answer Radialite rear sprocket, DID O-ring chain) and tires on the cross-country model. Dual



A line of four-strokes await final assembly in the ATK factory. Typical factory output is five bikes a day.

sports come shod with DOT approved Dunlop knobbies, a D905 front and D903 rear. Rounding out the package, a trick aluminum air box is an integral part of the sub-frame while a voluminous 3.6 gallon fuel cell remains plenty skinny as a result of the economies of the flying "V" frame.

So, what's the verdict? ATK thumpers are a force to be reckoned with in desert racing out west, and can be a capable dual sport mount anywhere. The third production year of the liquid cooled two stroke models finds further refinements, contributing to a niche-oriented package for riders who don't want to ride a CR250 in the woods. Quite frankly, ATK continues to amaze us with a world class product built here in the USA by a small cadre of dedicated motorcycle enthusiasts. Look to Trail Rider for some future in-depth testing of the '97 ATKs! □

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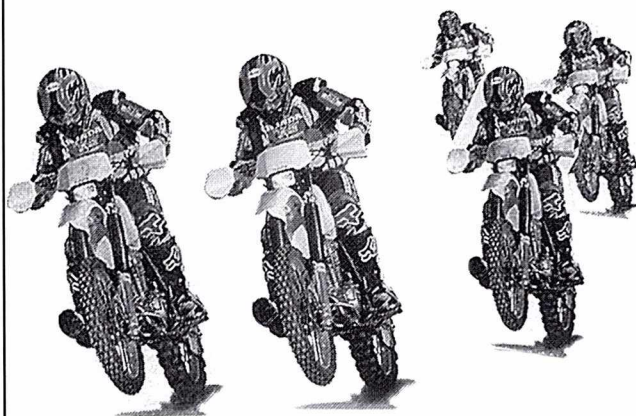
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A SENIOR	A 125	B 250	C 250
A VETERAN	B SUPER SENIOR	B 200	C 200

The enduro is located in Belleplain, NJ, on Route 550 at the fire house. Belleplain is located about 15 miles east of Sea Isle City, near Woodbine. Please look at a map before you call for directions. Maps are sold in most convenience stores and gas stations. There is plenty of primitive camping available. Please no fires. The route to the start will be arrowed from most major intersections. From the northwest: follow Route 295 or the NJTP to 42 east to 55 south to 49 east and follow arrows. From the northwest: Parkway south to exit 26 and follow arrows. From Delaware, Maryland, Virginia: Delaware Memorial Bridge to 40 east (signs for Atlantic City) to 55 south to 49 east. Follow arrows. There will be one gas stop. A truck will be provided. Only red cans will be allowed on the gas truck. All refueling must be done in the refueling area. Please obey the fire marshal.

The landowners who have given permission for our enduro ask that you do not come down to ride in their woods afterwards. Primitive camping available at the start. All entrants must have valid license, registration and insurance; a spark arrestor, headlamp and tail lamp, AMA and ECEA card. ECEA test available on Saturday afternoon.

Per ECEA rules, no trophies or points will be awarded to non-finishers. Any trophies not picked up at the event will be taken to the next ECEA meeting. If no one from your club takes it, it's kindling.

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# Clarkie's Wild Ride

Plenty of ice but no snow, and some wicked good racing at the front

By Cheri Alix, Photos by Cheri Alix, Tim Dinge, and Jay Chittenden

Freestown, MA 2/2

**T**hose of you who didn't make it to Clarkie's for the opening round of the NETRA series missed the best Wild Ride to date. This was the first time the possibility for frostbite and/or pneumonia wasn't on everyone's mind. The sun was actually shining and it was over 40 degrees, and yes the event was held the first weekend of February.

The ground was frozen solid in most places, with just a few inches of mud on top. With a decent set of spikes or studs, nothing was impassable. The Pilgrim Sands Club laid out an awesome

course. It was held on the same side of the street as the fall event, but with quite a few course changes and many new virgin trail sections. Very little of the sand pit was used. To make up the extra mileage they added some real tight new pine sections and some fast trails through the open woods, and to keep it interesting, they added in two water crossings and a few mudholes. There was also a steep hill climb out back that made for great spectating.

The day started out with the Junior/Mini event. The field of twenty seven riders ran three miles of the six mile course. It took Drew Carpenter just under one hour to complete the race and take the Junior class win, followed by Derek Phelps in second. New NETRA member Scott DeCosta took the Mini class win with over nine minutes on second place Brian Choquette. In the Women's Class, it was Sally Haber edging out Pam McCann for the class win.

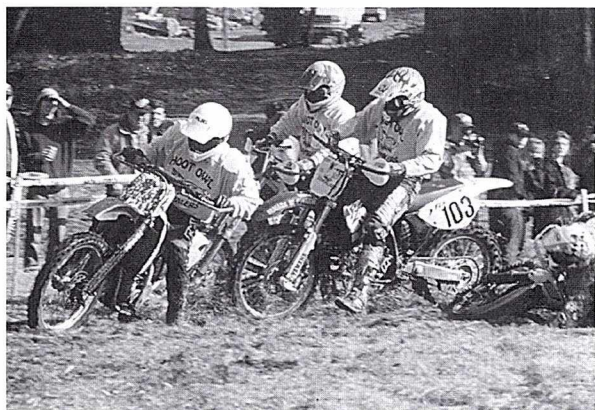
The Novice event also had a relatively small turnout, with only seventy riders, but the competition was just as fierce as ever, with Raffi Peterson taking the Novice High Point on his Honda 250.

There were a few new faces on the AA line, with several riders being promoted from the previous year's Expert classes. Among the new riders were last year's enduro champion Jason Cayer and Expert 200 class champion Ken Law. Paul Blanquart and Luke McNeil were also promoted from the 200 class to AA status. Missing from the front row due to an illness was last year's champion Tom Norton, and fourth place Todd Levesque was also on the sick list.

As the flag dropped for the start of the event it was Patrick Timothy getting the holeshot, followed by Razee Cycles' Jason Cayer, Cris Crispin, Paul Blanquart and Manchester Honda's Josh McLevy. Blanquart slid out right off the line and McLevy got stuck behind. By the second corner McLevy was back in the pack and pushing for fourth. Not far into the lap, Cayer made his move on Timothy and took over the lead. It



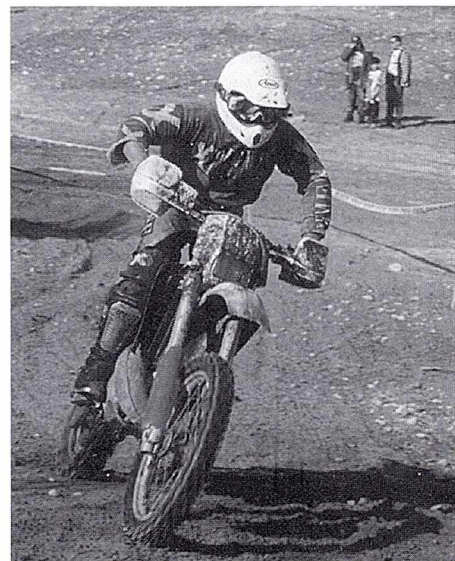
Overall winner Josh McLevy rode smoothly all day, and served notice that he was extra serious this year. (J.C.)



Brett Costello leads a pack of Hoot Owls while someone takes a soil sample, during the A200 start. (J.C.)



Kenny Law leads Patrick Timothy up the hillclimb.



"Bubba" Crispin started at the front and stayed up there, finishing second overall. (J.C.)





Pete Antinarelli crosses one of the big rocks in Clarkie's woods. He finished third A-Vet. (T.D.)

third place was Hoot Owl's Ken Law followed by Crispin and Midtown Kawasaki's McCann. McCann worked his way from dead last off the line to come around third after only one lap.

Cayer hadn't gone 1/2 mile into the second lap when he slid out and McLevy got his chance at running out in front. Law also got around Cayer and moved into second place. Cayer would continue to fall back for the rest of the day due to steering head and throttle

<b>Clarkie's Wild Ride</b>			4. Heidi Landon	Kaw	2. Edward Barnes	Hon	2. Bob Young	KTM
<b>Class Results</b>			<b>Novice 250</b>		3. Stephen Messenger	Kaw	3. Larry Piers	Yam
Josh McLevy	Hon		1. Raffi Peterson	Hon	<b>Amateur 250</b>		<b>Expert 250</b>	
<b>Overall Champion</b>			2. Daniel White	Hon	1. Bob White	CRE	1. Robert Speroni	HON
Robert Speroni	Hon		3. Daniel Nelson		2. Charles Hathaway	Hon	2. Dave Simcock	CRE
<b>A High Point</b>			4. David Hence	Suz	3. Shane Burhoe	Hon	3. DJ Lis	Hus
Craig Horsford	Hon		5. James Bain	Suz	4. Paul Piva	Suz	4. Mike Lewis	KTM
<b>B High Point</b>			<b>Novice 125</b>		5. Everett Maynard	Kaw	5. Jeff Staples	Hon
Raffi Peterson	Hon		1. Steven Blangerard	Kaw	<b>Amateur 200</b>		<b>Expert 200</b>	
<b>C High Point</b>			2. James Stoddard	KTM	1. Craig Horsford	Hon	1. James Cooney	KTM
<b>AA</b>			3. Mike Wozniak	Kaw	2. Brian Lawson	Yam	2. Brett Costello	Yam
1. Josh McLevy	Hon		4. Peter Jordan	Yam	3. Eric Rougeau	Yam	3. Steve Formanek, JR	Kaw
2. Cris Crispin	Hon		5. Shaun Pimental	KTM	4. Bud Joachin	Yam	4. Justin Spinney	Yam
3. Randy McCann	Kaw		<b>Novice Veteran</b>		5. Scott Harwood	Hon	5. Neil Dennett	Yam
4. Paul Blanquart	Yam		1. James Menard	Yam	<b>Amateur Veteran</b>		<b>Expert Veteran</b>	
5. Patrick Timothy	Hon		2. Michael Serrilla	Yam	1. Lance Long	Suz	1. Russell Bain	Hon
<b>Junior</b>			3. Rich Hansen	Hon	2. Rick Erickson	KTM	2. Mark White	Suz
1. Drew Carpenter	Suz		4. Bill Kelly	Hon	3. Alan Whitford	Hon	3. Peter Antinarelli	
2. Derek Phelps	KTM		5. Michael Litwin	kaw	4. Gerard Leary	Kaw	<b>Expert Open</b>	
3. James Wesolowski	Yam		<b>Novice Open</b>		5. Bob Edwards	Kaw	1. Ken Valentine	KTM
4. Jesse Berthiaume	Yam		1. Dan Marrs	Kaw	<b>Amateur Open</b>		2. Jim Simcock	KTM
5. Boyd Brower	Yam		2. Bob Riquette	Hus	1. Dan Salomone	KTM	3. Roger Billharz	KTM
<b>Mini</b>			3. Bill Bowden	Hon	2. Pat Fogarty	KTM	<b>Expert Four Stroke</b>	
1. Scott De Costa	Kaw		<b>Novice Four Stroke</b>		3. Steve Shepard	KTM	1. Rich Seymour	Hon
2. Brian Choquette	Hon		1. John Morrison	Hon	<b>Amateur Four Stroke</b>		2. Tim Nelson	Hon
3. Steve Higginbottom	Hon		2. Woody Carpenter	Hon	1. Dave Collins	Hon	3. Jerry Shinnars	Kaw
<b>Women</b>			3. J.J. Sullivan		2. Gus Bender	Hon	<b>Expert Senior</b>	
1. Sally Haber	Kaw		4. David Dugas	Hon	3. Austin Jalbert	Hon	1. Steve Formanek	Kaw
2. Pam McCann	Kaw		<b>Novice Senior</b>		<b>Amateur Senior</b>			
3. Beverly Simcock	Suz		1. Mark Jolley	Kaw	1. Bob Landry	CRE		

sticking problems.

Sticky throttles soon became a problem with many riders. With the combination of two water crossings, one which was roughly 100 feet long, and the fact that it was still winter, ice began to form under many throttles. Rick Claxton, who had managed to run near the front, ended up finishing down almost a lap due to continual problems

with his throttle.

McLevy took his time going through each water crossing, trying to avoid any problems, and by the end of the third lap he had increased his lead over second place Kenny Law by almost one minute. Crispin and McCann were having an all out battle for third place and closing the gap on second place. On the fourth lap, the two riders soon caught

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NO QUAD RACES AT THIS EVENT  
**FEE:** WOMEN, JUNIOR, MINI \$20  
EXPERT, AMATEUR, NOVICE \$30

**START:** WOMEN, JUNIOR, MINI 9:00 AM  
NOVICE, VINTAGE 11:00 AM  
EXPERT & AMATEUR 1:00 PM



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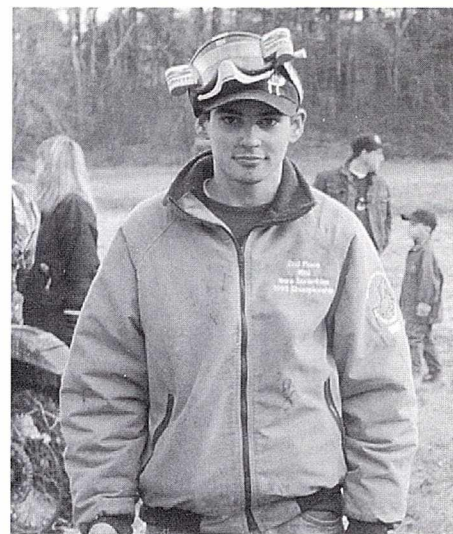
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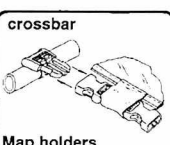

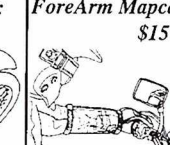
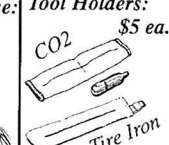

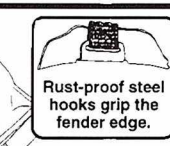
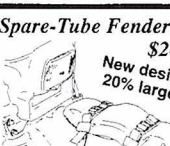

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COURT RIDER Magazine, Photo of Randy Hawkins by Mark Kariya

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and passed second place. It was now McLevy out in front followed by Crispin, McCann, Law, Timothy, Blanquart.

As the final three laps began to unfold, the ground began to soften and get beat-in. Some sections became quite rutted and alternate lines were being taken. McLevy continued to hold his lap times consistent even with the changing conditions, putting a minute a lap on second place, which was still being disputed between Crispin and McCann.

On the final lap, McCann finally got away from Crispin and it looked like he would have no problem taking second for the day. But, as luck has it, McCann had no luck on the final lap. I can name at least four races last year that something happened to him in the final few miles. This day would be no exception.

"I was coming up to a real rutted section and there was a lapper just getting unstuck from the main rut. You really didn't have much room to move in this section and when I tried to avoid the rut, I hit a tree, slid into the rut and got stuck. I was just starting to pull myself out when Crispin went by," remarked a very disappointed McCann after the event.

By the time McCann dislodged his bike from the rut he had lost three places. McLevy went on to win the event with a comfortable lead of almost five minutes over second place Crispin. Finishing only thirty seconds behind in third place was Expert 250 rider Robert Speroni. Also breaking into the top five was RER Motorcity's Ken Valentine. Valentine finished down only another nine seconds in fourth place. Valentine also won the Expert Open class while Speroni was awarded the A Class High Point. Rounding out the top five was McCann back another twenty seconds.

In the Amateur class, it was James Cooney on his KTM 125 taking the B High Point. Cooney was the only amateur rider to complete all seven laps.

□



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**Requirements:** All riders will be checked at sign-up for current registration, insurance card, and motorcycle license. If you don't have any of the above, you will not run. NETRA members and other district riders are welcome. **No one under 18 years of age will ride.**

**Sign-Up:** Will be open 2:00 to 6:00 p.m. on Saturday, and 6:30 a.m. on Sunday. Any entry received without rider class will be drawn with the C class. A & B riders stapled to a C rider will ride C numbers. Please use supplied garbage bags. **Gas will be back at start.**

**Information:** Call Dave Jobes, (609)758-8222 after 6:30 P.M.

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Check skill level and class below:

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| <input type="checkbox"/> Senior (40+) A-B    | <input type="checkbox"/> Super Senior (50+) A-B |                            |                            |
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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

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Parent/Guardian Signature (sign in ink) \_\_\_\_\_

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# ENDURO SALES GUIDE

CW's guide to bringing new riders into the fold

by Charlie Williams

In an attempt to squirt a little Fix-a-Flat in the enduro scene I submit the following ideas and thoughts.

Number one. Invite and encourage new riders. This is easy, and the most fun. There is nothing more satisfying than the experience of helping a first time enduro rider (Editor's note: I am prepared to dispute this claim with Mr. Williams, that there is nothing more satisfying, etc., on obvious (to me) grounds, however this is not the proper forum, and possibly we'll get back into it another time).

Now it would be cruel to take a true novice enduro riding. You should help the novice to the motocross track, and help him through that day. Show him how to sign up, pick a class. He needs help picking a parking spot. Advise him on the pecking order, where all the guys with big fancy trucks park neatly in a row, and the head bangers and piercers in the mini trucks have a section to themselves. Motorhomes, over there; hippies under the shade tree. After a day of your tutoring he could go back to the motocross track by himself.

Once the novice wins a trophy or two and starts becoming cocky with his success, suggest a hare scrambles. Explain they are just like a motocross except the course is longer. You still only ride 4 or 5 laps around the same course, and you wind up back at the truck at the end of every lap. Pretty simple; still you need to show him exactly which pile of rocks you'll be racing on today, help him pick a class and sign up. Ask him where he wants to park. If he says under the shade tree with the hippies you have a good candidate for a royal enduro fan. Help him to the starting line and help him with a race strategy, maybe "start out slow and

increase his speed as the race goes on." Then every time you lap him stop and make sure he's all right.

Help the novice seek the adventure, not get caught up in the racing.

Now that he has acquired basic trail skills it may be time to introduce him to the big track of enduro. Comfort him as much as possible to lessen his apprehensiveness. Assure him timekeeping is easy, and at first he can follow you. Help him through tech inspection, this can be a stumbling block for a first time entry. Help him mount his score card and fix his riding number, help him find the gas truck and make sure he has basic tools: a rope, enough clothes, a razor blade, a condom. Ride him up to the starting line and point out other riders around him he could cue off of. "Don't pass him, and if this guy catches you go faster." Show him the flip cards and briefly mention key time, but don't go into depth because too much info just scares the first time rider.

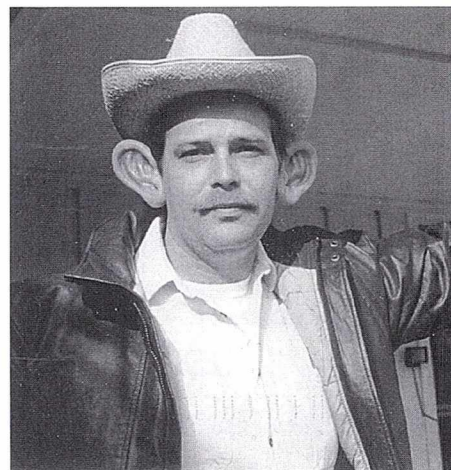
This is all you can do. Hand lead him to the starting line, tell him when to go and hope for the best. He will determine his fate, that's the beauty of enduro; so many decisions that show up directly on your score card. After the race, walk him up to the score board, help him find his class and his score card, teach him how to decipher his score card. Explain to him hot points and how he got them. Scrutinize all the other score cards of riders who beat him, show him how close he was in each section, maybe even find a mistake and move him up a position.

See how many hurdles a new rider would have to cross before actually rid-

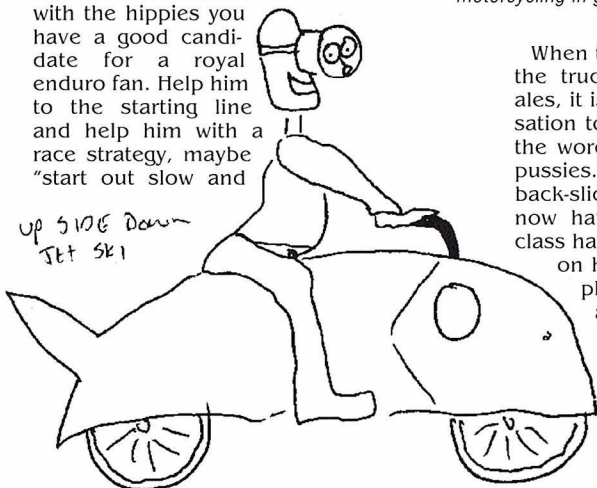


*The entire sum of possessions from a career based on enduro riding, laid in a spiral. I was scared when I did this; you never know when a simple spiral may turn into the black hole vortex that sucks you for eternity...sort of like enduro riding, or motorcycling in general, huh?*

When the race is over and you are back at the truck throwing back some cool non-ales, it is very important to lead the conversation to where the novice is forced to say the words "Yea, that motocross stuff is for pussies." See, once he says this he can't back-slide and go back to racing moto. You now have a contender for next year's C class hare scrambles champion. Advise him on how to select a series and help him plot his progress through the year and even go to the banquet with him, but be very careful, because he now has more confidence than ever and like us all, he wants to make his own decisions. You have to catch him before he is fixated on "winning." That's not what it's all about. "Winning" fogs the higher vision and "losing" hazes the adventure.



*(Spoken in a high-pitched, Texan voice like Ross Perot): "Hi. My name is Charlie Williams. If you want to learn how to ride enduros, I'm the man to teach you. Don't you even think about riding possibles, we're gonna ride 'haddabees,' you know, like, 'It haddabee there!'. And another thing..."*



*My idea for an upside-down Jet Ski hasn't been universally adopted yet, although I feel it would be perfect for most wet enduros.*





*We haven't talked about nutrition yet, and we should. I think it's obvious by my condition that I put a lot of importance on a balanced diet. Maybe that will be a good subject for a future story.*

ing any trail? This is part of the reason enduros are difficult to discover on your own. The novice was the ideal scenario. Most likely your new rider will be a trail rider or hare scrambler who never stumbled into an enduro parking lot. Now this rider will require a different plan of attack. Here is the Charlie Williams Team Mooch way of introducing a new intermediate rider to enduros.

First, you can skip the moto scene and probably the hare scrambles too, but it will be harder to change his ways. See, he can win a trophy at hare scrambles, so why would he want to try something different, where he may fail? He's already letting winning fog his vision. You can't tell this guy anything, so don't. Just load him in the truck and haul him away. Again, too much information is dangerous, so mum's the word.

"It's a race and it starts early."

That's all you should tell him. See, there are too many excuses he could use:

"No computer, small tank, no head light, tail light, spark arrestor, etc."

The excuse you will not hear from his lips is:

"I'm not sure I can ride 100 miles in a day."

So just load up the truck, don't give him a choice or a chance. In your gear bag hide an old Acerbis head light, an old fanny pack and a canteen for carrying gasoline. Drive to the race the night before so your friend can have plenty of time to get his bike looking legal—you know, rubber band the old head light on, zip-tie a 13 year-old license plate on, tie five knots in your old fanny pack belt so it fits, and inventory its contents:

"I know what to do with a rope but what do I need to carry all these old spark plugs for? I'm taking them out, they will just slow

me down."

Then make him ride your bike through tech inspection, that's how you get through tech. With an illegal bike, present one that is legal. The club usually puts a little sticker somewhere on the front of your bike, but since your truck leaks oil, the front of your bike is slippery and the sticker is easy to peel off and put on another bike, the illegal one.

You don't have to be as kind to this guy as the novice, he already knows everything so what could you tell him?

"Wear a sweater?"

Make him sleep on the ground next to you so he can feel the full effects of "enduro." "What do you mean you didn't bring a sleeping bag? You can borrow this shirt."

Your friend will learn to hate you, but that is the risk you have to take.

"What do you mean you didn't bring any little white donuts?"

"Well, we never took little white donuts motocrossing..."

See how much more complex it is already? And all we've done is drive to the

start. Prime him with confidence booster and sleeping agent—beer. Watch and enjoy as he admires his green bike with a white headlight, his enduro bike. The more he drinks the more secure he feels with his new found enduro family.

"Yeah, dried up old man, I got 3rd Jr. C class at the Sleepy Hollow Wednesday Night Hare Scrambles series, all with a broken pinky toe!"

"Arrr child, I lost me three fingers and me eye lying out the course." Then the grizzled vet pegs off in the distance.

"Whoaa, was that guy for real? And what happened to his feet?"

"Oh yea, Peggy. He's for real. Trail boss for 33 years, rides the super duper senior class. He's a buddy of Hertfelder, that's who told me about his feet. It's like they were racing Greeves or something when they jumped up out of this drainage ditch onto the concrete slab of a bridge, old boy got his toes pointed down too much and the edge of the concrete sheared off all ten toes and his boots. Didn't even stop. Hertfelder picked them up and stuck them down his coat. When they got back to headquarters Hertfelder raced up to him and handed him his toes still stuck in his boot tips. Peggy dumped his toes out on Bevo's barbecue grill and stuck the boot toes in his pocket. After he got his trophy he grabbed the blackened toes off the grill and caught a

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ride to the hospital, snacking on his own toes, spitting out dirty nails and bones sucked clean of his own marrow! Guess he got a staph infection after riding the section through the sewage bog and they had to keep cutting on him until all the bad tissue was removed. That's why you carry a razor blade in your fanny pack; if you get any infected dead flesh out on the trail you can remove it before the red streaks reach all the way to your heart. Well I'm going to turn in, see ya in the morning."

See why I like enduros so much? Now I can curl up on that knot on the ground, rest my head on a tree root and sleep peacefully. I knew what to expect. I tucked my pants legs in my boots to keep snakes from crawling up my legs, and button the top button on my shirt for the same reason. Now, the new guy, on the other hand, had been worried about a computer, but that's all changed. Now he's worried about a snake trying to crawl up his pants. I don't tell him that the old boy is just a crazy old club member who lost his feet to alcoholism and he's not even a pirate or a trail boss, he's just real sloppy with a hatchet and shot himself in the eye with a staple gun.

An enduro isn't so much of a race as it is a celebration of the great outdoors, man against the elements with the help—or burden—of a motorcycle. In no other sport is it so readily accepted to carry a rope and a rubber. That's enough reason for me. "I got me a big ole hank of rope, and a handful of rubbers! I'm ready for anything old mother nature can throw at me. I'm even ready for unnatural acts of nature."

The actual action may not be as intense to watch as motocross, but it's the little things that make enduro a good spectator sport, even if all you do is watch other spectators. The new guy will eventually insist on bringing his girl friend. She hated motocross, what do you think she will say about enduro?

"Ughhh. Sigh. Ughh."

"Gee honey, maybe if you got out of the back of the truck for a little while, maybe made some friends, how bout those girls over there?"

"Ughhh, those girls are scuzzy, none of them have expensive cars or have ever seen Les Miserables. I'm just going to sit here in my designer jogging suit and make your life a living hell!" Her legs are crossed at the knees and her foot bouncing to the beat of the William Tell overture, playing in her peroxide-poisoned chakra, third

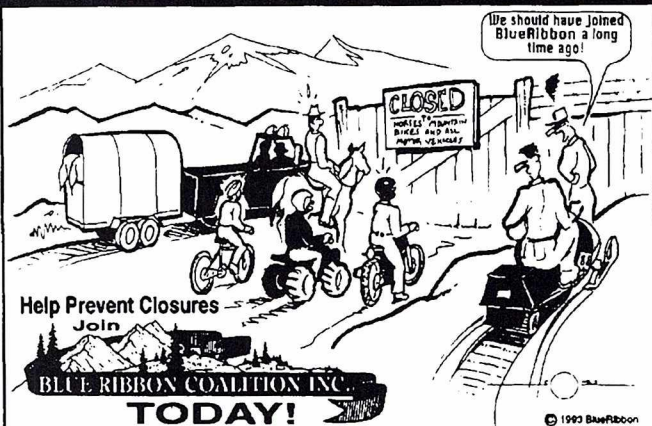
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Should we only support Blue Ribbon? No! They are just one of a growing network of land access organizations across the country. Never put all your eggs in one basket. You should support Blue Ribbon, the AMA, and all of your local trail access organizations, as well as riding/racing organizations like the ECEA, NETRA and all the rest. In unity there is strength!

What is Blue Ribbon going to do for me? They are going to continue fighting for trail users' rights in Washington, like they have been with the Symms Recreational Trails Fund Act, and get into the thick of things on a local level, like they've done in Massachusetts. But they can only do it with your financial support.

How should I support them? By joining Blue Ribbon, with the coupon at right. Also, if you have any suggestions or ideas, call them at (208)237-1557, fax them at (208)237-1566, or e-mail them at their Compuserve address, 73563-1551. There are real people at the other ends of those numbers, and they want your feedback and support. With your help, they can continue to fight for your rights. Without it, they're history.



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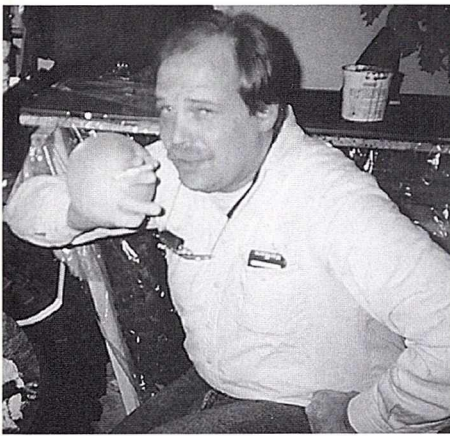
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eye, aura dealie. The version from Clockwork Orange, no doubt. The Enduroan is driven by internal vibes like that of free form, plucky Spanish acoustic guitar music at a nice 2/4 beat, the rhythm section keeps them rolling along like a cool daddy-o in a Deltones surf tune.

"Gee, Peaches, it is what you make of it. You can sit there all high and mighty, but it may be five hours before we get back."

"Where are you going? Isn't the track right over there?" Pointing with her diamond-aggregated finger.

"No Rosebud, it's an enduro, it'll go all over the place. Right, Charlie?"

"Hey don't try to get me involved, I told you not to bring her. You got your rope and your condom?"

"Condom! What do you plan on doing with a condom?"

"I'm not sure, but Charlie said I would know just when to use it."

"Well Charlie Williams, you're an heathen and I hate you!"

"I don't care, the feeling's mutual. Oh by the way, Barbie, your hair is messed up in the back."

She jumps out the side door of the van, deadly press-on nails flailing, trying to lacerate any of my exposed skin. As quick as a rodeo star I have her down with both feet and one hand tied behind her back, and a apple stuck in her mouth. Two guys walk by and I hear one mutter to the other:

"She's either got big red pretty lips or an apple stuck in her mouth." They think noth-

ing of the fact she is tied up. Gentlemen enduro connoisseurs.

Can you begin to see my attraction to enduro? No it's not a triple jump, but few things in life can continue to give you a giant orgasmic charge. You must learn to appreciate the subtle things, seek out the obscure or you will run out of events that interest you at all; and a life with no interest leads to the path of you lying on the ground hog tied, with an apple heel kicked in your chops.

Enduro is better. ☐

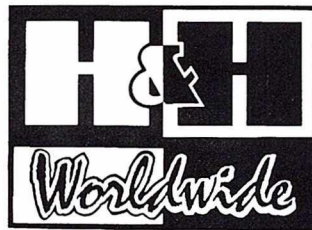
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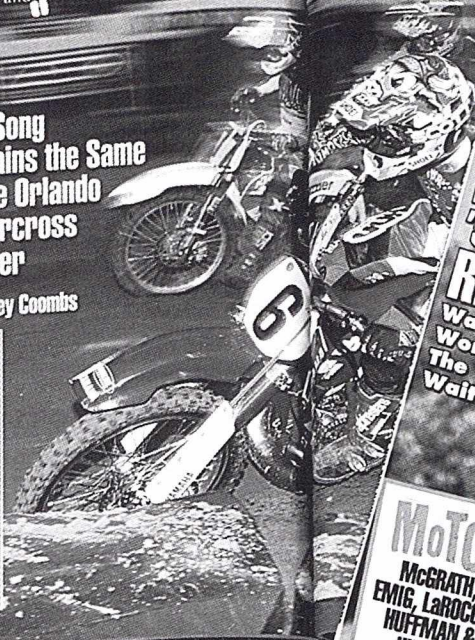
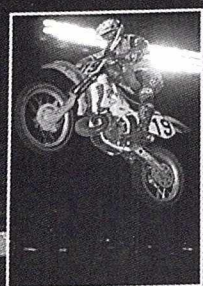
# NOTHING SHOCKING

The 1995 Orlando supercross in central Florida was supposed to be the start of something special. Or at least something new. After two years of total domination at the hands of Jeremy "Showtime" McGrath and six months of fierce political infighting between the event promoters and the AMA sanctioning body, the

revamped '95 U.S. Supercross Series promised something different for riders and fans alike. New competitors had been shipped in from all over the world to compete, several top 125cc riders had graduated to the 250cc class, and a staging area full of new heroes had come of age in the 125cc class. The politics were resolved at the eleventh hour, and a new spirit of détente had developed between the organizing bodies. Indeed, on the track and off, the dawning of this new season should have been bright for everyone.

## The Song Remains the Same at the Orlando Supercross Opener

By Davey Coombs



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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro

rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in the mid '60s. Since then "Kato" has ridden and raced literally every type and size of motorcycle known to man, and has

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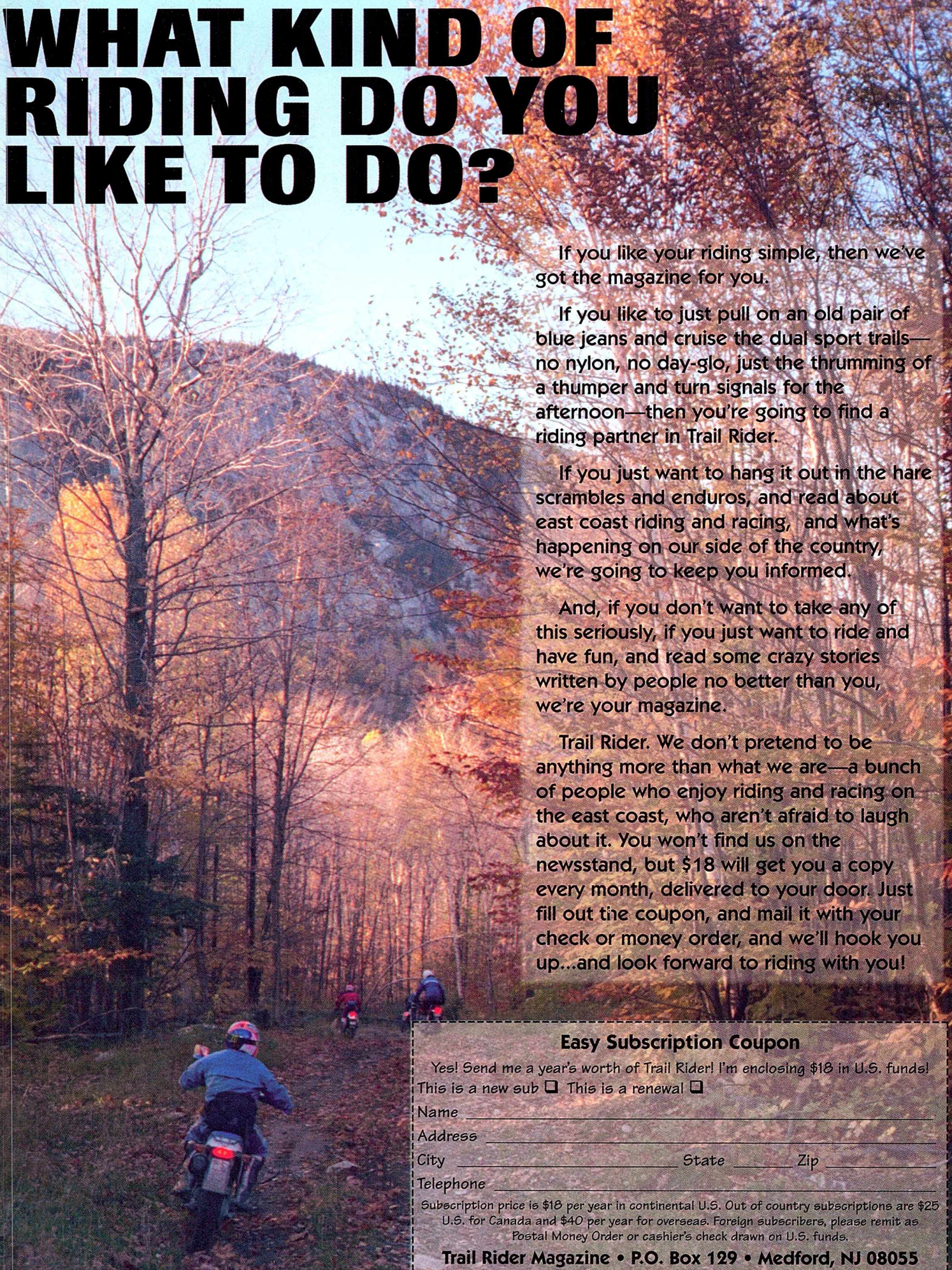
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by Mark Uth

## Salvaging Clutch Covers

Two recent resto projects undertaken here at Trail Rider have introduced us to an emerging phenomena with early water cooled dirt bikes. That is, long term corrosion problems associated with integral clutch cover/water pump housing side covers. Many of these early water pumpers were delivered with magnesium side covers. Magnesium, it turns out, is highly reactive to the corrosive effects of ordinary coolant and galvanic coupling, the result being serious pitting and eventual compromise of the water pump housing. Can you say "sacrificial anode"? Fortunately, this problem is less prevalent with newer sleds for couple of reasons. Obviously age has a great deal to do with things, allowing time for the affects of corrosion to manifest themselves. Also significant, newer alloys used in the manufacture of late model engine side covers are more resistant to the corrosive affects of coolant and offer less of a galvanic couple. Finally, newer low silicate coolants formulas, especially the non-silicate (red colored) coolants sold as OEM Honda and Toyota and some aftermarket brands, are less of a catalyst to corrosion for aluminum, magnesium and their alloys.

Our problem in particular stems from last winter's '85 Husqvarna project and a recent '87 KTM 350 DXC effort, both of which have been plagued by water pump housing corrosion and pitting that allows coolant to seep into the transmission, not unlike a water pump seal failure. The symptoms are easy to diagnose. Transmission oil turns a milky white color, not unlike eggnog, when contaminated with coolant, often even being visible as coolant boils off through the transmission breather hose. Certainly, a quick look into the oil filler hole will confirm any suspicions. Many times the seepage is so small that the coolant level isn't affected seriously, however in extreme cases this would be a result as well.

The problem would be a no brainer if it weren't for the high cost of replacement clutch covers. The '87 KTM cover noted retails for near \$150, while a replacement Swedish-made Husky cover costs a couple of quid in excess of that. That kind of expense can quickly break the budget of any restoration or beater rehab project. Don't expect to find any decent replacements in the bone yard either, as nearly any bike this age will surely suffer from the

same affliction.

As a result of basic cheapness, we've somewhat perfected a quick and dirty stop-gap repair, suitable for trail bikes or other beater applications, that'll extend the life of those covers while you're saving your beer money for a new one. But first the obligatory disclaimer. Obviously, we're not racing ten year old bikes, nor using them for 200 mile trail rides into the wilderness. In fact, these bikes most often serve as borrowed steeds for visiting dignitaries or beginners, or as trail bashing bombers used for, er, cleaning new-found and/or fresh trail. They seldom venture more than 10 or 20 miles from the truck and, should things go awry, don't pose any serious consequences. The repair outlined below is not intended to be permanent or comparable, in strength or constitution, to a replacement part. We couldn't in good conscience recommend otherwise.

Okay, with all that out of the way, the scoop is that with a little care, nearly all pitted and compromised side cover water pump housings can be made serviceable again with epoxy. There are a plethora of different types of epoxy that can be used, however we've found that two part liquid epoxies specifically aimed at bonding aluminum and other alloys, usually those with some "metal" reference in the brand name, work best. You might also use two part semi-solid epoxies which get kneaded together, like JB Weld and/or gas tank repair bond, but they are harder to work into typical pitting irregularities. Liquid epoxies, on the other hand, flow easily and in fact must usually be taped from behind to prevent them from pouring right through.

Begin the project by removing the side cover from the motor. If the water pump shaft and impeller stay with the side cover (like on some KTMs) then the pump impeller must be removed from the half shaft (while the shaft, bearing and seal can stay). Next, all loose scale and corrosion must be removed from the inside of the water pump housing, the purpose here is to get down to stronger, non-cancerous base metal. This can be accomplished using a small wire brush, small pen knife or flat bladed screw driver. The best would be a wire brush in a Dremel tool. In some cases this entails hogging out previously small holes that go clean through the housing,

Coarse emery paper can be used to clean things up somewhat, prior to a thorough cleaning of the side cover to remove all oil/coolant residue.

For this final cleaning, as usual a two-step process works best, first cleaning with solvent, followed by rinsing with soap and water. Let things dry overnight. Pitting on the inside of the water pump housing is usually worst, so this is the place to start. Perforations must be masked from behind to prevent epoxy from pouring through them. Also, mask off the water pump seal/bearing or cover mounting holes if they're anywhere near the area to be repaired. Finally, mix your epoxy and spoon it into the places to be filled, letting it set overnight, even if its a quick drying product. If the housing was perforated, after drying flip the side cover over, mix up another batch of epoxy and repeat the process (without the masking, of course). A single

note about epoxying—be neat! Thick gobs of epoxy are not needed for strength, and any overzealous application could result in an interference between the pump impeller and/or transmission internals. Additionally, this make your post epoxy finishing job easier. Twenty-four hours after all epoxying is completed, finish off the project by sanding or filing your epoxy "patches" smooth and cleaning up any overlap. With that behind, reassemble things, add coolant and transmission oil and keep your fingers crossed.

We've had pretty good results with this fix. Our '85 Husky has nearly 1000 miles on it since and continues to be water tight. The KTM shown in the pictures was first epoxied (successfully) several years ago but proved unsalvageable during this latest and second attempt. It seems, the original KTM cover so corroded that the

threaded water pump cover retaining holes were severely compromised by the creeping cancer, making it complicated to repair and ultimately ineffective, even after a second round of epoxying. Consequently, a replacement clutch cover was ordered and installed. You win some, you lose some. The whole epoxy process is also applicable to minor external damage to side covers, like cracks and holes due to crashes and rocks. Again, care taken in cleaning and prepping the surface goes a long way toward a more dependable repair. □

## Protecting That New Side Cover Investment

Most coolants use silicate additives or "inhibitors" to protect hot aluminum components (e.g., head and cylinder water jacket) from corrosion. While these silicate additives are useful for that, they may actually be harmful in other ways. Excess silicate compounds can dissociate from the coolant and form corrosive, gel-like compounds in lower temperature areas of the cooling system, especially during storage. This phenomena can contribute to accelerated corrosion of some water pump housings. Non-silicate coolants are a worthy alternative, manufactured by OEMs Honda and Toyota, and some aftermarket chemical producers. Non-silicate coolants offer full performance aluminum corrosion protection (with other, more friendly additives), better protection of other metals (like magnesium) and eliminate problems associated with long term storage and gelling of silicate-based coolants. While this can't do anything for your side cover that's already holed, it could protect that substantial investment you've made to replace it. Savvy mechanics will also note that electrolysis (electrically induced corrosion) can occur with the galvanic couple formed between alloy side covers, your motor and the frame. This is especially prevalent on scoots plagued by poor grounding between ignition components. Double check and clean up all ignition grounds if necessary, and ensure that your engine has a nice, solid ground to the frame.





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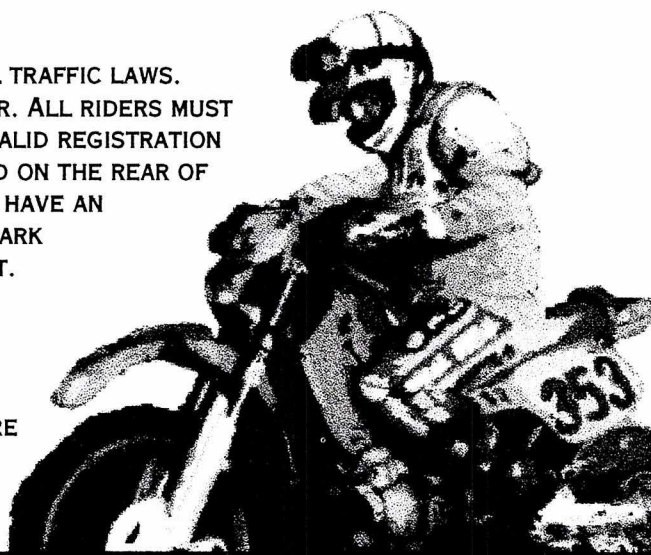
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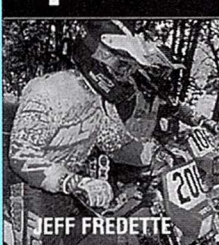
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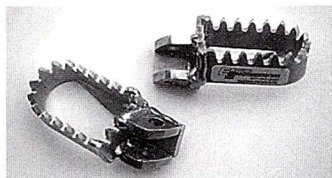
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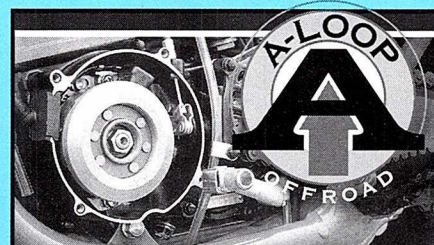
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# HERTFELDER

20/20/20

According to the feed, seed, tack and hardware store calendar on the wall (remember this is Arkansas), I notice that it's been exactly twenty years since this column began dribbling out, every month, in nationally distributed magazines.

Column #1 was in the February 1977 issue of Cycle magazine, whose editor; Cook Neilson, talked me into writing the column with promises of great wealth, a possible sainthood, and worldwide recognition by my peers.

Since my peers were trail riding motorcyclists who rode ratty motorcycles with chains almost dragging on the ground, wore ratty clothes and seemed to subsist on canned tuna fish which they ate with needle nosed pliers and washed down with really cheap brands of warm beer, well, I didn't think recognition by THESE guys was too big a deal.

In 30 years of writing—it took ten years before being asked to do a regular column, and you may remember early tomes like *Unaware In Delaware* if you're in the receding hairline mode—I've met just about every off-road national champion; usually when I rode charity events, the Leon Dube for instance, or great rides like the Six Days of Michigan, non-National enduros such as the Alligator, or just by accident at places like on Colorado's Imogene Pass.

Once, at a really bad "mud run" in New England that helped raise money to fight some noxious ailment or other, I met a nationally-ranked rider when I was embarrassingly partially disrobed.

A very fast rider slopped past an overheated old guy standing trailside leaning against a Honda 600 and taking his clothes off. Not believing what he'd seen, the rider turned and came back to see if Hertfelder really COULD steam like an overworked Clydesdale. I could, and I can, and Kevin Hines has SEEN it!

Maybe he's trying to forget it because steaming is not socially acceptable.

Especially in New England.

I could fill the next two pages with dropped names but NONE of these would I EVER consider a peer.

The column has been, and IS, a great, rewarding deal and this was largely due to my foresight in including my address at the end of each column.

My unshaven and barely presentable peers rarely took pen in their dirt encrusted fingers (which might be still shaking from a tree bite or twisted into obscene gestures with cramps) They didn't have to write. All they had to do was flag me down out on the

trail or plant their greasy butts on the bumper of my easy-to-find blue box van and talk to me peer to peer as they munched away at the big can of malted milk balls I tried to keep for emergencies. Gladys White, Norm's wife, kept me supplied with lint from her clothes dryer after I discovered that sprinkling a layer of lint over the malted milk balls on a hot day kept the consumption down to an affordable level.

Most of the peers walked away from my truck trailing a few yards of my paper towels along with a handful of Pep Boys waterless hand cleaner glop. As a general rule they left empty beverage cans which tended to attract bees, flies, mosquitoes and small furry animals.

Over a period of time it became common knowledge that Hertfelder kept a roll of paper towels just behind the driver's seat of his van along with a can of waterless hand cleaner. After an enduro or dual sport ride it was not unusual for me to return to my truck and find myself sixth or seventh in line to reach the primary grunge removal gear.

The peers rarely wrote but it seems like almost everyone else DID write. And that's been the best part of the whole operation.

There were letters from young folks begging me to write their parents and tell them that motorcycles are safer than swimming in a three foot deep pool. In the same mail might be a letter from the same kid's parents asking me to tell him to wait until he's older to get a motorcycle. Usually they suggested sometime in his early 30's might be okay.

After I'd gotten into this floppy disc format I kept sample form letters to save time but, when it was all typewriter, it took a lot of time because I never got a letter I didn't answer, unless there was no return address. Unfortunately this happens, and it always makes me feel bad.

My advice to parents and brats has never varied: first you all sit down at the kitchen table with paper and pencil and find out where the money for this first—I always suggested a used—motorcycle is coming from. Along with money for a good helmet, boots, gloves and goggles.

Young would-be riders rarely have access to cash but they DO have access to potential rewards for improving their school grades, cutting grass, toting barges and lifting bales and stuff like that.

Next are the ground rules: no street riding, no one else to ride, ever, no refueling with the engine running, and maintenance, maintenance!

Every trail rider has come across young riders pushing a motorcycle that won't run because the air filter is clogged solid with filth. Once I had to remove a wasp nest from an air filter and I often wondered what those wasps were thinking when they got sucked into a two-stroke spinning about four grand.

My letters, to parents and brats alike, let them know that I thought it was really important that young riders learn to take care of their own equipment right from the start. This led to letters from irate mothers bitching to me that brat #1 wouldn't let his cousin ride his motorcycle and brat #2 was submerging his inner tubes in the bathtub looking for slow leaks.

My advice was that it all sounded okay, can't find nothing wrong so lighten up a little.

Then I might include a joke that I bet, just a few years ago, she had trouble getting brat #2 NEAR that bathtub.

Used to be that one way to keep a growing kid out of trouble was to give him, or her, a horse; because taking care of and riding the beast left no time to get INTO trouble.

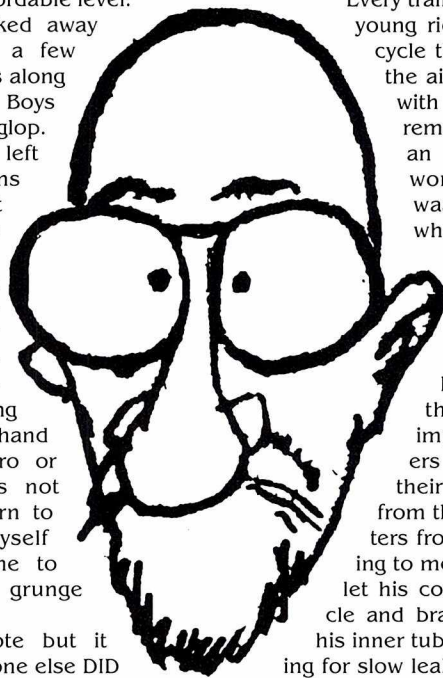
I don't even want to THINK about the trouble modern youngsters can get into with too much time on their hands.

But I can tell you that a kid pumping air into an inner tube in the bathtub is a lot safer than one playing basketball with the local pushers.

And a whole lot cleaner. □

— Ed Hertfelder

*Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.*





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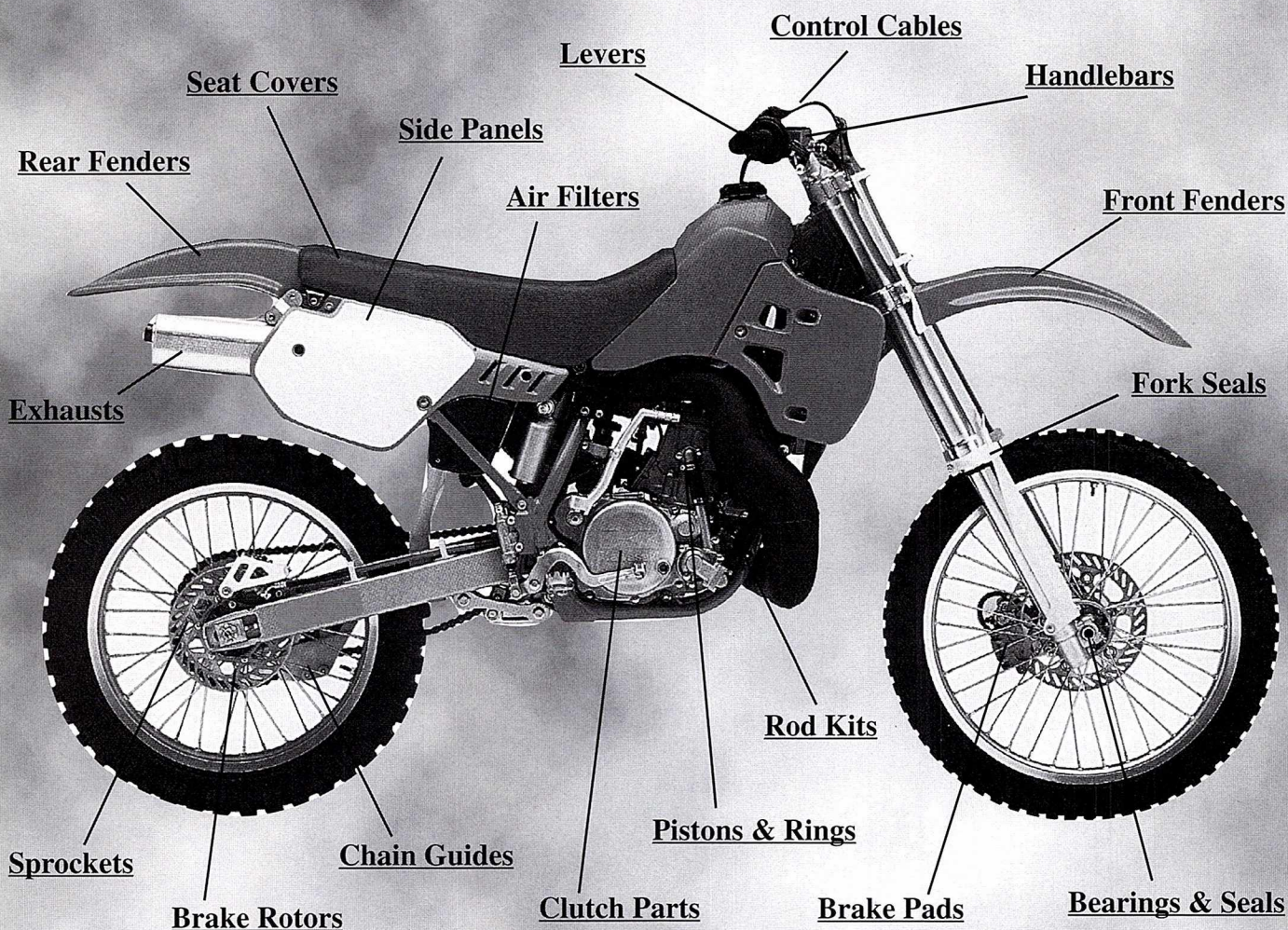
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